The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1002—Vol. XXIV.] LONDON, SATURDAY, NOVEMBER 4, 1854. [Price 6d.

MR. JAMES CROFTS, MINING BROKER, No. 1, FINCH LANE, CORNHILL, LONDON.
Mr. Crofts TRANSACTS BUSINESS, both in BUYING and SELLING, for immediate cash.
Dividend Mines, well selected, are the best of any known investments—paying from 15 to 20 per cent. per annum.
The market continuing depressed, presents a most favourable moment for making purchases in every description of sound mining property.
Mr. Crofts transacts every description of business connected with the Stock Exchange at the same rates of commission as charged by the brokers of that establishment.
Bankers—The Commercial Bank of London.
Dated Nov. 3, 1854. 1

MR. JAMES LANE, No. 33, THREADNEEDLE STREET, LONDON, continues to DEAL in all the LEADING MINES, and is desirous of PURCHASING Sortridge Consols, Hingston Down, Devon Great Consols, Bedford United, Molland, &c. 2

MR. BRENCHLEY, No. 2, PINNER'S COURT, OLD BROAD STREET, BUYS and SELLS BRITISH and FOREIGN MINING SHARES at NETT PRICES for cash. BUSINESS TRANSACTED also in RAILWAY, INSURANCE, and OTHER SECURITIES.—Lists of prices, and every information, forwarded upon application, free of expense. 3

MR. PETER WATSON begs to inform his Friends, that he has REMOVED from London to CAMBORNE, CORNWALL. 4

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER, 33, THREADNEEDLE STREET
Business transacted in every description of British and Foreign Mines.
(Sworn Broker.) 5

ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, No. 3, OLD BROAD STREET, LONDON.
Mr. HENRY SIBLEY (late Mr. Peter Watson) will at all times give the best information; and also BUY and SELL SHARES on the usual commission. 6

GENERAL MINE AGENCY OFFICES, 3, NAG'S HEAD COURT, GRACECHURCH STREET.
ST. PIERRE FOLEY, C. and M.E., Assisted by eminent Mining Engineers.
Private address, 19, Gibson-square, Islington, London. 7

MESSRS. POWELL AND COOKE, MINING AGENTS, 1, CROWN COURT, THREADNEEDLE STREET, LONDON. 8

MR. E. COMPERS, MINING SHARE DEALER, 98, GRACECHURCH STREET, LONDON. 9

MR. JOSEPH WM. OLIVER, No. 75, OLD BROAD STREET, LONDON, particularly RECOMMENDS PURCHASES in the following MINES, at their present LOW PRICES:—

Sortridge & Bedford	East Russell	Alfred Consols	North Trelawny
Sortridge Consols	West Phœnix	Great Wheal Alfred	Wheal Gill
West Sortridge	Great Sheba	West Alfred	Ludcott
Wheal Uny	West Providence	East Tamar	Mary Ann
Wh. Kitty (St. Agnes)	North Robert	South Tamar	Trelawny
Great Wheal Hugo	Wheal Zion	South Bog	South Towy
Bedford United	Boringdon Consols	Linares	Tehidy
Tamar Maria	Great Wh. Baddern	Mary Great Consols	Kenneggy
Hingston Down	Hennock	Wheal Wrey	South Caradon
North Hingston	Exmouth and Adams	Trewetha	West Caradon

Mr. Oliver will BUY or SELL any shares or securities for the usual commission.
WANTED.—East Wheal Bedford, Sortridge Consols, West Sortridge, North Sortridge, Great Wheal Hago, North Robert, North Hingston, Wheal Zion. 10

JAMES F. BODDY, 48, THREADNEEDLE STREET, LONDON, begs to inform the public, that he is in a position to DEAL in any of the DIVIDEND and PROGRESSIVE MINES quoted in the General List of the *Mining Journal*; and OFFERS HIS SERVICES to parties seek safe and profitable investments, as the present time offers so great an inducement to capitalists, owing to the depressed state of the market. No other investments afford so great advantage as judiciously-selected mining stock, paying regularly from 12 to 20 per cent. on outlay.
List of prices, and every information forwarded on application.
In all instructions for the sale or purchase of stock, state price and number of shares. 11
WANTED.—North Hingston, Sortridge Consols, North Sortridge, Molland, Hingston Down, Wheal Basset, Condurrow, Wood, Wheal Wrey, Alfred Cons., and others.
FOR SALE.—East Wheal Russell, West Sortridge, Kenneggy, North Basset, Trewithen, 25 Wildberg (see last report). All business transacted for immediate CASH.
November 4, 1854.

BOTALLACK TIN AND COPPER MINES.—Mr. W. CHARLES has SHARES FOR SALE in the above important MINES, which are now paying £10 per share every two months. W. Charles has SHARES FOR SALE also in the following:—viz., Great Crinnis, West Par Consols, East Caradon, Caylan, Keswick, Langford and Baring, Albion Clay, Wrysgan Slate, North Trelawny, and others. Mr. W. Charles is a BUYER in West Crinnis, Marke Valley, Union Tin, and others.—27, Austinfriars, Nov. 3, 1854. 12

MR. JOHN H. CLEMENT begs to OFFER HIS SERVICES as CONSULTING MINING ENGINEER to gentlemen and capitalists holding, or wishing to hold, interests in mines or mineral properties in any part of the world.
Mr. Clement, having had a life-long experience in these matters in various parts of the globe, considers that he will be enabled to give the most careful advice, as to how and when to invest in mining property.
Address, 10, Gloucester-street, Campden-hill, Kensington. 13

MESSRS. KENWORTHY AND CO., 37, OLD BROAD STREET, continue to TRANSACT BUSINESS in BRITISH and FOREIGN MINES, RAILWAY, DOCK, CANAL, and OTHER SHARES, CONSOLS, and GOVERNMENT SECURITIES GENERALLY, the present fluctuations therein offering a wide field for judicious speculation.
Messrs. Kenworthy and Co. would direct special attention to the prostrate state of the mining market, and, in anticipation of an early reaction, would advise the immediate purchase of several promising adventures, now at a considerable discount, particulars of which will be furnished on application.—Nov., 1854. 14

MR. CAREY, MINING AGENT, TRANSACTS BUSINESS in BRITISH and FOREIGN MINES, in INSURANCE, BANKING, and RAILWAY SHARES, at the closest prices of the day.
Mr. Carey has FOR SALE SHARES in DIVIDEND-PAYING MINES, which, bought at present low prices, will pay from 20 to 30 per cent. And SHARES in good PROGRESSING MINES, with their machinery complete, and raising ores:—Hingston Down, North Downs, St. Day United, East Caradon, Caylan, Tamar, Sortridge Consols, Clew Bay, Molland, Combmartin, East Wheal Vor, Dalcarrlia, &c.
6, Moorgate-street, City, Nov. 3, 1854. 15

MINING INVESTMENT.—T. FULLER AND CO., 51, THREADNEEDLE-STREET, LONDON, beg to call attention to the favourable opportunity of INVESTING in BRITISH MINES, particularly in those dividing their profits every two or three months, which average from 15 to 30 per cent., with every prospect of continuance, and being free from fluctuation, such as Consols, railway, and other securities; and respectfully direct attention to the PURCHASE of SHARES in many PROGRESSIVE MINES, being in full operation, with efficient machinery, &c., for the development and bringing the same into a profitable state of working, which, at present prices, cannot fail to remunerate all who invest; a careful selection of such alone can be obtained by a daily communication with agents of high scientific and practical experience of the principal mines in Devon, Cornwall, and Wales.
T. Fuller and Co. will furnish every information to capitalists, either personally or by letter, and can effect purchases or sales of every description. 16

MINING SHARES.—Mr. GEORGE SPRATLEY has for SALE at LOWER PRICES than hitherto quoted:—

1 Wheal Buller, £700.	50 Ritton Castle.	50 Wrysgan Slate, 12s. 6d.
20 Trewetha, £3.	100 North Sortridge.	2 Mary Ann.
50 North Hingston, 7s.	100 Unity Fire, 6s.	5 Alfred Consols.
50 Tamar Maria, 4s. 6d.	100 Carsons Creek.	2 Ballyvergan, £11.
100 West Sortridge, 10s.	1 Basset.	50 East Tamar, 10s.
	2 North Trelawny.	

WANTED.—North Sortridge, West Sortridge, Poltimore, Carnyorth. 17
2, Winchester-buildings, London.

MR. HY. GOULD SHARP HAS SHARES FOR SALE IN—

West Sortridge.	Sortridge Consols.	Trehane.
Wheal Golden.	Wheal Zion.	Great Wheal Hugo.
2 Tamar Maria, 5s. 6d.	40 North Hingston, 6s. 3d.	100 North Sortridge, 3s.
5 Wheal Prosper, 5d.	5 Alfred Consols, £18¼.	20 Dalrhiw, £22½.

Every description of shares bought and sold.
Crosby Hall Chambers, Bishopsgate-street, London. 18

MR. CHARLES GURNEY, No. 4, CORBET COURT, GRACECHURCH STREET, LONDON, will be happy to PURCHASE or SELL SHARES in all DIVIDEND MINES, now paying from 15 to 20 per cent.; or in those rising under prospects of early dividends.
Can DEAL in Sortridge Consols, Wh. Prosper, Tamar Maria, West Sortridge, Wheal Arthur, West Wheal Friendship, North Hingston, North Sortridge.
25 fifty shares in the Pink (Derbyshire) FOR SALE, by private contract. 19

MINING PROPERTY.—Mr. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Alfred Consols	West Caradon	Bedford United	Linares
Trelawny	North Pool	Wheal Arthur	Alten
Trehane	Condurrow	St. John del Rey	Imperial Brazilian
South Basset	South Tamar	Cobre	Hingston Down
South Frances	Great Devon Consols	Copiapo	20

And has also FOR SALE SHARES in NON-DIVIDEND PAYING MINES, which are worth attention at the present reduced market prices, such as—

East Wheal Rose	Bryntail	Vale of Towy	North Wh. Robert
Gilmar	North Downs	North Towy	Tamar Consols
Great Alfred Consols	Gonamena	Wheal Cupid	St. Day United
West Alfred Consols	Craddock Moor	Thomas United	East Basset
	Grambler	Cwm Darren	

Mining Offices, 33, Clement's-lane, Lombard-street.

MR. EVAN HOPKINS, C.E., CONSULTING MINING ENGINEER.—Mr. HOPKINS may be CONSULTED DAILY by gentlemen and capitalists—who have invested, or may wish to invest their capital in MINES or MINERAL PROPERTIES—on all matters connected therewith—home and foreign. Also, in every description of METALS, MINERALS, ROCKS and their commercial value—NEW PATENTS, &c., so as to make a judicious selection and avoid questionable schemes.
Mr. Hopkins requests his ANNUAL CLIENTS to SEND him their PRESENT ADDRESS, and a list of the shares, &c., they now hold. 21
Mr. Hopkins is now prepared to receive prospectuses and reports on new undertakings, to give his opinion thereon, and to take an interest and an active part in the London management of any of the legitimate speculations he may recommend to his clients.—38, Thurloe-square, Brompton.

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHAREBROKER, No. 21, THREADNEEDLE STREET, LONDON, begs to return his sincere thanks to his friends and the public, for the kind and liberal support he has received from all parts of the kingdom during the period he has been in business as a Broker of the City of London.
Mr. Reynolds continues to TRANSACT BUSINESS in BRITISH and FOREIGN STOCKS, FUNDS, and SECURITIES, BRITISH and FOREIGN RAILWAY SHARES, DEBENTURES, &c.; also, in ENGLISH, IRISH, SCOTCH, and FOREIGN MINING SHARES. And is at all times in a position to FURNISH to the public the most AUTHENTIC and ACCURATE INFORMATION for the guidance of capitalists desirous of PURCHASING or SELLING stock, funds, securities, or shares, which he will effect on the best possible terms for the usual commission. 22
The present depressed state of the market, both for dividend-paying as well as progressive mining shares, in Mr. Reynolds's opinion, presents a fair opportunity for investment in sound mining property.
Mines inspected by agents of experience and high respectability in any part of the United Kingdom within the shortest notice.

RAILWAYS AND MINES.—After several months' stagnation of commerce and pressure of the money market, severer than anything experienced since 1847, business is mending, money is easier, and prices are recovering from the general depression. Many securities may now be purchased considerably under their value. But to those seeking investments it may be observed that the market prices of the day are governed more by the operations of speculators and the immediate abundance or scarcity of stock, than by any reference to the intrinsic worth of the property. Railways depend upon the paid-up capital, loan, traffic, and expenditure accounts; the probabilities of competition or alliance with neighbouring companies, the creation of new capital, and other circumstances to which those only can have access who give constant attention to the subject. Mines, on the contrary, are exempt from the vicissitudes of competition. Shares in the safest English dividend mines, pay at the rate of £15 to £25 per cent. per annum on the amount invested, without risk or liability. All the best mines are free from debt, and pay dividends regularly every two months. There are some very promising mines, in the most prosperous districts, fast approaching to a dividend-paying state, which will doubtlessly, in a short time, command prices far beyond their present market value. Judiciously selected, there are no securities which, with so much perfect safety, offer so wide a field for profit as English copper, tin, and lead mines. Every information afforded to capitalists seeking investments, or desirous of exchanging their securities, and sales or purchases effected upon the best possible terms.—JAMES S. TRIPP and CO., 33, Clement's-lane, Lombard-street, London. Established 1839. 23

MR. B. LAMBERT TENDERS HIS SERVICES to PARTIES INVESTING in or SELLING MINING PROPERTY. By the soundness of the information to which he has access, and the *bona fide* character of the undertakings to which he directs attention, his constant endeavours are to secure the support of his clients.—Offices, 3, Hatton-court, Threadneedle-street, City. 24

COLONIAL INVESTMENTS.—The undersigned, having for many years devoted his particular attention to the rise and progress of the various Joint-Stock Associations connected with the colonies, at home and abroad, and receiving regularly their reports and full details of their proceedings, besides possessing many valuable and exclusive sources of information, through his extensive foreign correspondence, is enabled to FURNISH IMPARTIAL and TRUSTWORTHY INFORMATION, as to the position and prospects of ALL COMPANIES, to those who may be interested as shareholders, or are seeking profitable channels of investment.
P. L. SIMMONDS, 5, Barge-yard, London. 25

COBALT AND NICKEL.—ALFRED SENIOR MERRY, REFINER AND PURCHASER OF COBALT AND NICKEL ORES, AND ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM. 26

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:— 27

REFINED METALLIC NICKEL.	OXIDE OF COBALT. [WIRE.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET

NICKEL AND COBALT ORES PURCHASED.

MR. THOMAS EDINGTON (late Senior Partner of the Phœnix Ironworks, Glasgow), IRON MERCHANT, CONTRACTOR, AGENT for PATENTS, GENERAL COMMISSION AGENT, INSPECTOR of RAILWAY BARS and CASTINGS, 17, GORDON STREET, GLASGOW.
AGENT, ON COMMISSION, for the PURCHASE of Scotch Pig-iron, Railway Bars, Bar-iron, Castings; for the SALE of English Boiler and Ship Plates, Angle and Rivet Iron, Anchors, Tinned Plates, Chains, Cables, Nails, Steel, Best Bar-iron. 28

IBBOTSON BROTHERS AND CO., SHEFFIELD, STEEL AND FILE WORKS; also COMMISSION MERCHANTS for the SALE and PURCHASE of every description of MACHINES and MACHINERY, and every article used by engineers, too numerous to enumerate in an advertisement. 29

DIVIDEND MINES.—J. HOLLOW HAS SHARES FOR SALE, at prices to give 20 to 25 per cent. on the outlay. Also, SHARES IN FIRST-CLASS PROGRESSIVE MINES.
J. Hollow, being practically connected with mining, OFFERS HIS ADVICE to parties desirous of investing.—Address, Lelant, Hayle, Cornwall.—Nov. 1, 1854. 30

MR. TYACK, MINE BROKER, CAMBORNE, from his situation in the best mining district in the county, together with his daily opportunities of increased experience, is well adapted to GIVE ADVICE to CAPITALISTS disposed to invest in MINING; considering the present time, a good and favourable opportunity to invest. Mines inspected by the most experienced agents. 31

MESSRS. HENWOOD AND CO., MINE AGENTS AND SURVEYORS, LEEDS, OFFER THEIR SERVICES to parties embarking in MINING, and are prepared to give advice on all the leading speculations of the day. Offices of the Pencrose Consols, Copper, Zinc, and Lead Mining Company, &c.
Telegraph-yard, Leeds. 32

MR. MICHAEL WILLIAMS BAWDEN, MINE SHARE BROKER AND GENERAL ASSAY MASTER, LISKEARD. 33

MR. RICHARD HAWKE, MINE SHAREBROKER, LISKEARD, CORNWALL. 34

MR. FRANCIS RIDGMAN, MINE SHAREBROKER, TAVISTOCK, DEVON. 35

MR. W. H. BRUMBY, STOCK AND SHAREBROKER, 1, BRIDGE STREET, BATH. 36

MR. NEWTON SAMUELSON, ASSAYER AND ANALYTICAL CHEMIST,—3, HACKIN'S HEY, LIVERPOOL. 37

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT, REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock. 38

MR. W. T. RICKARD, F.C.S., ANALYTICAL CHEMIST, Assayer of Copper and the Precious Metals, by Special Appointment of the Cullinan Government.
ACORN VILLA, FORD ROAD, OLD FORD, LONDON. 39

GEORGE MOORE HAS FOR SALE, OR ANY PART:—

50 Cae Gynon, 10s. 9d.	100 Kilraine, 7s. 6d.	1 South Tolgus.
50 Cwm Darren, 8s. 6d.	40 Molland, 3s. 3d.	20 West Jane, 15s.
20 East Wh. Vor, £1 1s.	3 North Basset, £20.	100 West Sortridge, 8s.
20 East Russell, £3½.	50 North Hingston, 6s. 3d.	50 Wheal Robert, 12s. 6d.
30 Great Cowarch, £1 16s.	3 North Robert, £30.	1 Wheal Mexac, £20.
2 Great Alfred, £24.	10 North Buller, 1¼.	5 Wheal Uny, £9.
20 Great Baddern, £2½.	50 Red Dragon, £¾.	50 Wood, 15s.
	20 Sortridge, £4 1s. 3d.	

And will BUY North Basset and Kilraine.
32, Nicholas-lane, Lombard-street. 40

In the press, and will be published in a few days, in crown 8vo., price 2s. 6d.,
BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, with particulars of the principal Dividend and Progressive Mines in Cornwall and Devon. By J. H. Menhinick, Esq., F.G.S., F.S.S., &c.
Mann Nephews, 39, Cornhill, London. 41

£25,000.—THE SWANSEA HARBOUR TRUSTEES are prepared to receive TENDERS for the LOAN of TWENTY-FIVE THOUSAND POUNDS, on MORTGAGE of the RATES and TOLLS authorised to be demanded and levied under the provisions of the Swansea Harbour Act, 1854, in sums of not less than £100. Interest 5 per cent., payable half-yearly. Term, seven years.—For further particulars, apply to Mr. Lewis Thomas, solicitor, Swansea. 42

A VACANCY for a PUPIL has occurred in a CIVIL ENGINEER'S ESTABLISHMENT, and an opportunity is thereby offered for a YOUTH to enter the profession. A moderate premium required.—Address, Mr. W. H. Walker, 7, Duke-street, Adelphi. 43

SMOKE!—The ADVERTISER has DISCOVERED a very SIMPLE and EFFECTUAL MEANS (entirely new) of PREVENTING THE SMOKE OF FURNACES, and effecting, at the same time, a great ECONOMY OF FUEL, and wishes to CONNECT himself with a man of moderate capital, to bring the same into general use.—Address, "Beta," *Mining Journal* office, 26, Fleet-street, London. 44

MINING MANAGEMENT.—A GENTLEMAN, of considerable experience in the management of companies worked on the Cost-book System, and having suitable offices for the purpose, is PREPARED to TAKE the PURSERSHIP and ENTIRE TOWN MANAGEMENT of any genuine undertaking. Reference can be given to the chairmen or to the committees of the companies with which the advertiser has been connected.—Address in the first instance, with particulars, to "R. S.," *Mining Journal* office, 26, Fleet-street, London. 45

WANTED.—A GENTLEMAN, with many years' experience in the PRACTICAL MANAGEMENT of large COAL and IRONWORKS, and who possesses the necessary mercantile and mechanical knowledge fully to carry on such works, is desirous of MEETING with a SIMILAR ENGAGEMENT, where an active superintendence is required. Would not object to travel occasionally.—Address, by letter, "X. Y. Z.," *Mining Journal* office, 26, Fleet-street, London. 46

WANTED, ONE or SEVERAL PARTNERS, to WORK COPPER and LEAD MINES, situated in FRANCE.—Address, "France," Messrs. Estibal et Fils, 12, Place de la Bourse, Paris. 47

TO CORNISH MINE CAPTAINS.—WANTED, THREE or FOUR COPPER MINING SETTS, of good promise, and situate in localities having the analogy of surrounding profitable mines in their favour. £50 bonus will be given, and the expenses of deeds. The management can be retained, if eligible, for the situation.—Address, Mr. Tredinnick, 4, Austinfriars, London. 48

TO MINE ADVENTURERS.—A PRACTICAL MINER, of considerable experience, residing in Cornwall, who has been accustomed to travel, and to the management and surveying of mines, assaying of silver ores, and is familiar with the Spanish language, begs to OFFER HIMSELF to INSPECT, REPORT UPON, and SURVEY, any MINES or MINING PROPERTY, either in England or elsewhere.—Apply to "Inspector," *Mining Journal* office, No. 26, Fleet-street, London. 49

TO MANUFACTURING CHEMISTS.—WANTED, by a YOUNG MAN, thoroughly acquainted with analytical chemistry, a SITUATION as CHEMIST in some MANUFACTURING CONCERN.—Apply to Messrs. Richardson and Browell, College of Industrial Science, Newcastle-on-Tyne. 50

TO RAILWAY DIRECTORS, ENGINEERS, &c.—WANTED, by a YOUNG MAN, who has been employed for the last eight years on some of the principal railways in England, a SITUATION as FOREMAN or LOCOMOTIVE SUPERINTENDENT. Security and the most satisfactory references can be given.—Apply to "A. B.," Post-office, Carlisle.—Carlisle, Oct. 31, 1854. 51

WANTED, FOR CASH, SHARES in the Nouveau Monde, Mariquita, British Australian, Quartz Rock, Colonial Gold, and Anglo-Californian.—Address, with number and lowest price, to "A. E.," *Mining Journal* office, 26, Fleet-street, London. 52

MINE FOR SALE.—RUNNAFORD COOMBE TIN MINE, near Ashburton, with MACHINERY of ample power for all the purposes of the mine, and recently erected at great cost, TO BE SOLD complete for £500.—Applications to view the property, or for particulars, to be made to William Miller, Esq., solicitor, 1, Raymond-buildings, Gray's Inn. 53

MINING SHARES.—FOR SALE, 150 South Crenver, 30s.; 70 Perran and Great Wheal Leisure, 20s.; 15 South Carn Brea, £5. No reasonable offer refused.—Apply to "G. N.," 18, Nicholas-lane, City. 54

LEEDS TOWN CONSOLS.—TO BE SOLD, TWENTY-FIVE and FIFTY SHARES in this promising MINE, all calls paid.—For price, &c., address free to "W. V.," Mr. White's, 22, Great Ormond-street, Bloomsbury. 55

FOR SALE,—120 Cordillera, 4s.; 20 British Australian, 3s.; 20 Lake Bathurst, 2s.; 20 Quintrell Downs, 10s.; 20 Combmartin; 90 N. S. Wales Coal, &c., 15s.; 30 Wheal Marshall, 15s.; 185 Molland, 6s.; 50 Tremollett Down, 7s. 6d.; 320 Perran Silver-lead, 2s. 6d.; 20 Cwm Elgal, 4s.
Address, "Beta," 3, Sunny Bank, Leeds. 56

FOR SALE, BY PRIVATE TREATY, a SINGLE DREDGING MACHINE, in good working condition; works in the middle, with an engine of 25-horse power, and dredges in 16 ft. water.—For further particulars, apply to G. S. Pollock, contractors' agent, 12, Exchange-street East, Liverpool. 57

CROW HILL MINE (ST. STEPHEN'S).—A GENERAL MEETING of the shareholders in this mine will be HELD at the offices, No. 58, Old Broad-street, on Tuesday, the 21st inst., at Twelve o'clock, for general business. A resolution will be submitted for the forfeiture of all shares which shall then remain unregistered, or which shall be in arrear of call.
Dated Nov. 1, 1854. WM. C. FOULKES, Sec. 58

NORTH STAFFORDSHIRE CONSOLS MINES.—The MEETING of shareholders of these mines will be HELD on Saturday, the 11th inst., at the office of the company, 9, King's Arms-yard, Moorgate-street, at the hour of Three o'clock P.M.—Nov. 2, 1854. JOHN T. TIDD, Sec. 59

WEST WHEAL JANE.—A GENERAL MEETING of the shareholders in this mine will be HELD at Anderton's Hotel, 164, Fleet-street, on Tuesday next, the 7th inst., at Four P.M. precisely.
By order, W. B. BAKER, Sec. 60

RHYMNEY IRON COMPANY.—The ANNUAL GENERAL MEETING of the proprietors of this company will be HELD at the company's offices, 25, Laurence Pountney-lane, at One o'clock precisely, on Wednesday, the 15th inst., as fixed by the Deed, when the accounts for the year ending 30th June last will be laid before the proprietors. By order,
25, Laurence Pountney-lane, Nov. 1, 1854. T. E. SCUDAMORE, Sec. 61

AGUA FRIA GOLD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of this company will be HELD, *pro forma*, as required by the Deed of Settlement, at the offices, No. 3, Old Broad-street, on Wednesday, the 8th November inst., at Two o'clock precisely, for the purpose of adjourning for one month, until the receipt of further advices from the mines. By order of the Board,
WILLIAM J. VIAN, Sec. 62

AVE MARIA GOLD QUARTZ MINING COMPANY.—Shareholders in this company are requested to ATTEND a PUBLIC MEETING of the proprietary, to be HELD on Wednesday next, the 8th inst., at One o'clock precisely, at the London Tavern, Bishopsgate-street Within.
By order, CHAS. KELLY, Sec. 63

THE COMMITTEE OF MANAGEMENT OF THE MONARCH GOLD MINING COMPANY.—An EXTRAORDINARY SPECIAL GENERAL MEETING of the adventurers in this company will be HELD on Thursday, the 16th day of November inst., at One o'clock precisely, at the company's offices, No. 3, Winchester-buildings, to pass a resolution in reference to surrendering (or otherwise) the two leases of land in New South Wales, granted by Mrs. Elizabeth Cory and Mr. John Cory, for the purposes of the company.
By order of the Committee of Management,
Dated Nov. 2, 1854. JOSEPH PLATEL. 64

ARK INDISPUTABLE MUTUAL ASSURANCE SOCIETY,
CHIEF OFFICES,—No. 158, LEADENHALL STREET, LONDON.
Established 1852—Incorporated Pursuant to Act of Parliament.
Guarantee Capital, £100,000.

TRUSTEES.

The Hon. FRANCIS HENRY FITZHARDINGE BERKELEY, M.P., Victoria-square, Pimlico.
JOHN SADLIER, Esq., M.P., Gloucester-square, Hyde-park.
SAMUEL CARTWRIGHT, Esq., F.R.S., Old Burlington-street.
ROBERT KEATING, Esq., M.P., Clapham-park, Surrey.
J. J. W. WATSON, Esq., Ph.D., C.E., F.G.S., Upper Brook-st., Grosvenor-square.

DIRECTORS.

SAMUEL CARTWRIGHT, Esq., F.R.S., Old Burlington-street.
CHARLES NICHOLSON, Esq., St. Paul's Church-yard.
JOHN GRANTHAM ROBINSON, Esq., Gunter's-grove, Brompton.
Hon. C. T. SKEFFINGTON, St. John's Villas, Upper Holloway.
WILLIAM EPWORTH TUKE Esq., Upper Avenue-road, Regent's-Park.
J. J. W. WATSON, Esq., Ph.D., C.E., F.G.S., Upper Brook-st., Grosvenor-square

AUDITORS—Anthony Peck, Esq., M.A., Public Auditor; William Slade Parker, Esq.; Henry Chatteris, Esq.

MEDICAL OFFICERS—Erasmus Wilson, Esq., F.R.S., and F.R.C.S., Henrietta-street Cavendish-square; Richard Quain, Esq., M.D., Harley-street, Cavendish-square.

CONSULTING ACTUARY—Arthur Scratchley, Esq., M.A., F.R.A.S.

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AGENTS WANTED.

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6, NEW BRIDGE STREET, BLACKFRIARS.
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					1854.	1855.	1854.	1855.
20	£21 15 10	£1260	£260	£116	£12	£25	£1388	£1413
30	28 13 5	1205	205	125	12	24	1342	1366
40	33 19 6	1140	140	130	11	22	1281	1303
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Original Correspondence.

ACCIDENTS IN COAL MINES.

SIR,—The glorious victory of Alma, and its ultimate consequences on the fortunes and future destiny of the greatest despot of modern times, occupy so large a share of the attention of the noble lord, that I cannot hope, at least for the present, that a still, small voice from a coal miner will have much chance of reaching his lordship's ear; but I do not despair that, after the arch enemy of civilisation and progress is humbled, and made to feel the just indignation of a great, free, and intelligent people, the just complaints, views on social questions, and the interests generally of the coal miners, will meet with that consideration from the noble lord which their importance justly demands. In consequence of education having been recommended by the Committee of Accidents in Coal Mines, as an effective means of diminishing the fatal accidents, which now amount to upwards of 1000 annually, it does appear to me to be a subject of legitimate enquiry how far the establishment of mining schools will accomplish so desirable an object. My admiration for the pure and mixed sciences is second to no one, and I rejoice, too, in their magnificent and astounding applications to practical purposes, but if they be studied with a view to enslave, instead of to elevate, mankind, then I, with my fellow-labourers, shall hail again the sweeping barbarism of the Goths and Vandals as a relief to suffering humanity from the chains of a bondage, made stronger by the aids which science is calculated to afford. If the object aimed at in the establishment of mining schools be the education of gentlemen's sons, or the sons of coal viewers themselves, with a view of making them officers in the various mining establishments of this, or any other country, then I cannot but regard mining schools as the result of a mistaken policy, and fraught with consequences of a national calamity. I do hope, however, that the Government and the sensible part of the coal owners will not lend the weight of their influence, in any form, to support such a wild goose scheme, which is sure to fail, as all have hitherto done, to produce useful scientific miners. If drawing-room science, and the various little chit-chat necessary to support the flagging spirits of a dinner party, starched up, conceited, parrot-like great learning, neglect of real business for the subtle wranglings of a smattering of scientific informations, be an object of deep and anxious solicitude—an aim of first-rate importance—then such a scheme as the establishment of mining schools, conducted on such a basis, is well calculated to promote and perpetuate such praiseworthy pursuits. I urge on the attention of those interested in these establishments, that there is only one way by which a chance can be held out of mining schools being successful in producing useful, scientific, and practical men, and that is, by selecting candidates for such an institution from amongst the working colliers themselves. That there is no other means which can have the least hope of being successful, is a proposition that has been proved over and over again beyond a doubt, and further experience in the future will only confirm this melancholy truth.

The most useful, and, therefore, the most likely to promote the interests of all concerned, are those who have had the advantage only of the ordinary means of education in their younger days, with the vigorous strength of an imaginative intellect, which they have wielded by self-moved industry, while engaged in their duty of earning their daily bread, to acquire such information and cultivation of the intellectual faculties as will make them capable of discharging effectually any duties which may be imposed upon them. These, I repeat, are the only individuals who are at all likely to effect a change for the better in our present primitive state of mining operations. To make selections for this purpose, even from the numerous sons of workmen themselves, at an early period, and drawing a part of their attention from the pursuits in which they are practically engaged, by sending them to a mining school, to learn the sciences bearing on mining establishments, with a certain hope, when such sciences are attained, they shall be engaged, not as workmen, but as officers, is attended with many grave disadvantages, some of which may not be uninteresting to the readers of the *Mining Journal*.

1. Experience has amply proved that the greatest and most scientific men, with extensive knowledge on the subject, have found great difficulty in selecting from a number of youths proper and in every respect suitable ones to be sent to a school for the purpose of receiving a further and more extensive education, in order to prepare them for future usefulness.

2. When the selection of youths for future promotion takes place at an early period, before the character and faculties are properly fixed and developed, the number thus selected is frequently so great that all future chances of promotion for those youths whose faculties did not receive such an early development, and, therefore, were not fortunate enough to be amongst the favoured few, is entirely cut off, and thereby one of the most powerful incentives to self-culture is much weakened, if not wholly destroyed. Every encouragement should be held out to self-cultivation, for herein is a nation's hope and guarantee of progress and improvements, material and social.

3. The youths thus selected to receive a further development of education become separated at an early period, as it were, from the working man, both in sympathy and interest. In consequence of this, two classes are created, and brought directly in antagonism with each other, whose present and future prospects should be identical. Any scheme that contributes in the slightest degree to disturb the harmony of a class of labourers is, in my estimation, highly objectionable, and such, I conceive, will be the ultimate effect of mining schools, however careful the directors of them are to guard against the production of this inevitable result.

4. The young men who are taken from their labour and engaged in the pursuits of science become, to some extent, assimilated in their views and habits to those who have had the advantage of a college education. Consummate conceit, engendered by a little learning, without experience, forms a large element in the constitution of these young men. They become so proud and consequential of their position, that they cannot bend their bodies so low as to earn their daily bread by the richest process—the sweat of their brow—in the same manner as they were accustomed to do before they received a further education. Hence, in such a state of things, it is absolutely necessary to keep them as so many supernumeraries, ready to fill every situation as it falls vacant. The country, therefore, will be crowded with useless Euclideans, algebraists, and differentialists, beyond which they can have no experience; and from the hostile feeling existing between them and the workmen, it is impossible for them even to hope to obtain such an important and essential element in the successful operations of practical life. The working man who has pursued a steady and persevering course of self-moved industry, working hard at his duty by day, and educating himself by night, has no hope of benefitting himself and family by his talents, which should be made available to the best interests of his country.

5. Another grave reason is, that it is much better for the interests of all parties concerned to prepare men while at work for future usefulness. Place the means of acquiring a higher education at the disposal of each, and there will always be found a sufficient number of young men whose love for progress, science, and social position, will impel them on to higher educational attainments, while engaged in their ordinary pursuits. By this means the men will be usefully employed, gaining experience, and receiving the sympathy and confidence of their fellow-workmen, instead of creating, as would be the case in mining schools, for the teaching of the higher elements of knowledge, a number of useless young men, whose notions are too high for labour, and whose maintenance must be obtained at the expense, I suppose, of such of your correspondents who sign themselves "Victims," &c.

6. Such a training as that which would be received at a mining school, not in connection with practice, although it enables the students to learn most of what is known, still it unfits them, to a very great extent, for extending the boundaries of knowledge and its application to the industrial arts. They are found to possess but a limited power either to invent or correct, without the mistakes are of a very obvious character, and clash heavily against their correct information, so often repeated in their daily exercises.

I wish it to be understood that I am far from depreciating the advantages of science; they are, unquestionably, immense in every point of view, but I contend to the utmost in my power that science cannot be pursued with any hope of success apart from the objects for which its applications are chiefly intended. A striking confirmation of this position may be found in a paper read before the Cornwall Polytechnic Institution, by Herbert Mackworth, Esq., C.E., &c., Government inspector of mines.

If it is necessary to drag from oblivion the productions of this promising collegiate, and place them before a scrutinising tribunal (it is not that I entertain the slightest feeling inimical towards Mr. M., he is personally unknown to me; it is a system of which he is an unfortunate victim, against which I aim a deadly blow), in the paper above alluded to there is the following paragraph:—

"I have shown how the upcast column of air, being lighter than the downcast, affords a pressure, or pull, to force or draw the air through the channels of the mine. Suppose, in lieu of this rope of air, there was a long spiral spring laid along the airway, and some mechanical, or other power, was pulling it through, the spring at the end next the downcast would not be expanded, but towards the other extremity it would be necessarily so [How is this, I wonder?], the expansion at any point being an exact measure of the resistance offered by the air-way up to that point. The rope of air is far more highly elastic, and if we can only measure its expansion at any point—as for instance, the bottom of the upcast shaft—we thereby obtain the whole resistance of the air-ways up to that point. [Can anything be further from the truth than this statement? Oh! shades of Newton, Emerson, Mosely, and other mechanical writers.] This can be done by a very delicate barometer, or by a more sensitive instrument—an air-pressure guage, which I have contrived for the purpose. If the downcast and upcast shafts are near together, a simple means exists of measuring the expansion of air, caused by the drag, or resistance, of the mine. If these two shafts communicate by a level, closed by a wooden division, or door, a hole is bored through it, and one end of a water-guage inserted. This consists of a bent glass tube, open at each end, but half filled with water. The greater density, or pressure of air, on the down-cast side forces down the liquid in the nearest branch, and the difference of level between the surfaces of the liquid in the two branches is a measure of difference of pressure, or expansion, on the two sides of the door."

This is a rich specimen, certainly, of science. Oh! this unfortunate drag of the mine; how it perplexes the muddled brains of *scientific viewers* and *Government inspectors*. I am at a loss to know what and how to begin to unveil the mysterious, obscure, fanciful, and sophistical ideas in this quotation, and also to place the question of the drag of the mine in its proper point of view. The means adopted by the water guage to measure the drag is truly ridiculous, and shows an aberration of intellect by no means safe or secure to guide the destinies of so many colliers' families. The friction of the mine is here represented as producing none, or but little effect on the moving column of air at the downcast shaft, while the aggregate of its accumulated energy is concentrated at the bottom of the upcast shaft. And the difference of the pressure at these two localities is assumed, without the slightest shadow of a reason, to be the measure of resistance, or drag, of the mine. Is it not a violation of the laws of motion to suppose that a difference of pressure can exist in a column of fluid in uniform motion? To suppose the effect of the drag of the mine is great at the downcast shaft, and little or nothing at the upcast shaft, in compressing the adjacent stratum of air, is not to be wondered at in an uneducated butty collier, and may possibly pass muster, without exciting serious attention, when uttered by a scientific viewer; this can be borne with in the abstract, but when highly scientific Government inspectors exercise their puny powers of invention, in order to devise delicate instruments to measure this imaginary difference of pressure, then all patience is exhausted, and for the moment it is difficult to know which feeling predominates—pity for the imbecility of such attempts, or contempt for the presumption which can lead men to speculate in such an abstruse field of enquiry, with so little chance of success. Is it not an assumed axiom in mechanics that a force produces the same effect on a material body in the direction in which it acts, whatever may be the point of application of the force in its own direction? What then becomes of Mr. Mackworth's illustration, by means of the spiral spring? Is it not in the same state of tension throughout its whole length? I must confess this illustration is worthy of the grossest part of the dark ages of European history.

Although the friction of the mine may be considered as an indefinite number of small forces, acting at all the points along the sides of the air-course, checking the motion of the air, still the same effect on the motion of the column of air is produced by this means, as if a force equal to the whole resistance acted at only one point. It is a "Butty Collier's" conviction that the difference of pressure, if any exists, in the water-guage, is no more like the drag "than I to Hercules." In a word, the paper of Mr. Mackworth, which is so highly puffed in various journals, contains philosophical views which are puerile, conceited, and bad specimens of the class to which he claims an affinity; and the fact of a committee and a society having listened without comment to such rubbish, only confirms my oft-repeated assertion, that the phrase scientific viewer, is a farce, the annihilation of which should be the fixed determination of every intelligent collier. It is due to Mr. Nicholas Wood to state, that he was the only one who was examined before the late committee that could not see the application of the water-guage to the mensuration of the drag of the mine, and he had the moral courage to state this even before Mr. Gurney, with his crude notions respecting examinations in pneumatics, and refuge stalls for the destitute colliers.

These are reasons sufficiently strong, I hope, to induce Lord Palmerston to withold his patronage and support from such a wild goose scheme as the establishment of mining schools. No possible benefit can be hoped for from such a source, which can be far better supplied by self-moved industry in the locality to which it is intended to apply.

Now, academic acquirements must be producing some astounding effects in quarters little expected, if we may judge from the very eloquent discourse of Professor Masson, A.M., on college education.

In his remarks on self-culture, he observes that self-taught persons were, "generally speaking, too much disposed to remain contented with mere proximate knowledge, and shrink from the exact, elaborate, and profound." But few, indeed, beyond the hallowed walls of King's College have heard the euphonious name of Professor Masson, A.M., &c., before his memorable utterance of the above proclamation, the absurdity and untruthfulness of which are strikingly manifested, not only in the examples of self-taught men now living, but in the works of time-honoured Shakespeare, Franklin, Smeaton, Brindley, Carsten, Niebuhr, Stephenson, and a host of others, whose labours are recorded on the burning page of history. Exact knowledge indeed! By whom is the importance of "Butterdy" with one t, when written by a educated man, raised so conspicuously, while such remarks as those I have quoted Mr. Mackworth's paper contrast admirably with "the elaborate and the profound" The answer is obvious—by college professors, and their distinguished students. They insist, with that dogmatical conceit for which such institutions as colleges are notorious, in making their own arrangements of knowledge, which they do little or no- thing to create, that their own orthography, and little, paltry etiquette practised in drawing and dining-rooms, is of greater importance to the well-being of society than the natural endowments and capabilities of man, to serve the best of all purposes—the mental and material interests of mankind at large.

Fellow-workmen, learn to know the dignity of your mission, which is to supply not only the rich with all their enjoyments, but the wants of the widow, the orphan, the afflicted, and the distressed. All these, through a bountiful Providence, are fed by the increase of your labours. Capitalists may affect to despise this truth, but the advancing tide of knowledge amongst the workmen, the progress of which they are unable to arrest, will make it dominant and conspicuous.

I hope the colliers will learn to see their interest is not in striking from labour when they cannot agree as to wages with their employers. This, I feel confident, will make much better to bring truth and justice, by means of the honesty of my country- bour.—*Oct.* 27.

COAL MINER.

CRADDOCK'S ENGINE AT HAYTOR CONSOLS MINE.

SIR,—Your correspondent, Mr. Bennetts, in last week's Journal, tells your readers that he has neither time nor inclination to enter into the merits of my engines as a class; but it is obvious enough that Mr. Bennetts's time and inclination are available to do the dirty work for any "Inquirer," whether "Inquirer" be himself or one of his clique. In my former letter I made no quotations from him, and, therefore, could not quote incorrectly. When he shows from his own data that, at 30 lbs. pressure above the atmosphere, 95,070 cubic in. of steam has not 5·85 lbs. of water in it, but 4 lbs. of water, as he persists in stating it in his last letter, then, perhaps, I shall admit I did not read correctly. In my former letters I have stated matters truthfully, as far as I have gone, and, therefore, shall not bandy assertions with your correspondent on any points contained in those letters, but proceed to notice Mr. Bennetts's remarks, where he says that Cornish engineers do not get paid a considerable sum above the contract price of their engines, &c. To all these malicious insinuations I reply that, ever since Bolton and Watt gave battle to a similar system of persecution to that I have had to contend against, the Cornish engineer has been able to obtain for his expansive engine, at least what it cost him in construction, which is what I did not, even including the considerable sum referred to by your correspondent. I am reminded that I sold the engine as a 40-horse engine—I sold it as an engine that were concerned, I said it would work for a length of time to 40-horse, but I told the parties with whom I had to do, that some of the parts were hardly equal to long-continued working at 40-horse, but it was a good 30-horse engine. Now, for this either 30 or 40-horse engine (and I care not which it be called), the contract price was 650*l.*, and I got 50*l.* additional, which made 700*l.*, for an engine that cost more than 900*l.* to make. If the Cornish engineers like to make engines on these terms, then for the future they are welcome to such customers, and Mr. Bennetts's praise into the bargain. As to abandoning the engine to its fate, as he says, I reply, it is ridiculous in any man to attempt impossibilities, such as I saw beset matters in connection with this engine; my only course was to leave matters to drift on, until others discovered what was obvious to me, and which I rather expect others have now learnt to their cost. I come now to the man at 36*s.* per week. This man was originally sent down to erect the engine and boiler, but owing to the delay occasioned before I could get the rivetted parts of the boiler, he was engaged partly on other work for the company, and partly in erecting the engine. The man, in this anomalous position, had two masters, and I found I had lost my influence over the man there, and wanting him at home. I requested him to return to me to London, but I then found that Mr. Bennetts had engaged him. I told Mr. Bennetts and the man that they had not acted in the most honourable way towards me, but as the man had made up his mind not to return to my employ, I think it must be clear to all that I had no influence over the management of the engine, whether in his or Mr. Bennetts's care. But the craft of Mr. Bennetts does not stop here, as he implies that the wage of this man is chargable in the sum of 36*s.* per week to the engine, as that of the driver or overlooker of it. Who- ever looks into this part of Mr. Bennetts's letter, if they do not know Mr. Bennetts, will be surprised to find that this man was for several weeks near Brighton, taking down an engine, and for seven months at Old Moor, seven miles from Haytor Consols, fitting and erecting a large engine there; so that this man, I now find, has been at least nine months out of sixteen at a distance of from 7 to 200 miles away from the engine.

Your correspondent, in exultation over my ignorance, gives it as very important information, that there are not in Devon or Cornwall engines of from 80 to 400-horse duty, as I supposed in my last, but that there are engines from 80 to 342-horse power. He instances three engines, with 100, 85, and 80-in. cylinders, and gives as their average load on the piston 12 lbs. per square inch. But he has omitted to tell your readers anywhere what the load is on the square inch on the piston surface of my engine, because it is but 1¼ lb. All the engines he brings to contrast with mine are kept in as good trim as it is possible to keep them; they have a direct lift, and water to lift, amounting from 12 to 15½ lbs. on the square inch (the Silver Mine having 15½ lbs. per square inch). But the speed of the pumps attached to my engine is reduced by gear work from 5 to 1, and the engine has not water to lift, but equal to the 1¼ lb. to the square inch. Why, I have often got more power in my engines by merely screwing up the piston-rod glands than would lift this paltry load of 1¼ lb. to the inch; as it is all done by less than 3 inches of mercury in the vacuum guage, or, if you like, by the increase of vacuum to that amount.

But we have yet to do with the very climax of Mr. Bennetts's demonstrative proofs of the worthlessness of my inventions, and what have we here,—first, the assertion of Mr. Bennetts, that the manager says that the engine will work, under the circumstances described, for 168 hours with 1 ton of coal. It must be known to your readers that I am a thorough convert to the Cornish mode of using steam, and I can easily believe in the truth of the Cornish reports; but it is another thing to believe the reports of Mr. Bennetts, relative to the Silver Mine engine; the more so, as Mr. Bennetts repeatedly told me, when my engine was first started, that it worked more economically than this Silver Mine engine. As to the Bolton and Watt engine, I fear it fares no better than mine, as, with proper management, it need not require half the 20 lbs. of coal per hour your correspondent assigns it. It is not that the Silver Mine engine does the 3¼-horse work with the 7½ lbs. of coals per horse-power per hour—that is doubtful; but that it even works itself for 168 hours with 1 ton of coals. If this engine has no better a vacuum than that given to my engine—namely, 20 in. in the cylinder, then we should find that, if the Silver Mine engine-piston travelled through the same space per minute as the engine at Haytor Consols—namely, 100 feet, then, with the allowance of 1-10th for passages, it would require 193 lbs. of water, in the shape of steam, at 5 lbs. absolute pressure, to be equal to the resistance in the condenser; but, as this engine cuts off at half-stroke, we will suppose this weight of steam generated under 10 lbs., in which case it would half-fill the cylinder at each stroke, and, by its expansion from 10 lbs. to 5 lbs., the engine may be kept up to a speed of 100 feet per minute. In such case, if 1 lb. of coal evaporate 9 lbs. of water, we have 1 ton 12½ cwts. of coal, for the 168 hours, to make the engine merely work itself, under circumstances such as the Haytor Consols engine is represented to be working; and in this case I have given more than double the water evaporated with 1 lb. of coals which Mr. Bennetts allows at Haytor Consols. That this engine can work itself with 1 ton of coals for the 168 hours, at a speed of 100 feet per minute, under the most favourable circumstances, requires much further proof than Mr. Bennetts's assertion. Mr. Bennetts makes my engine to require 162 lbs. of steam per hour to drive itself and work; and under the same circumstances, the Silver Mine engine would require at least 193 lbs. of steam to drive itself.

Now, Sir, what is the substance of Mr. Bennetts's letters? It is, that an engine and boiler of mine are now at Haytor Consols, and that all the work they have to do is but equal to 1¼ lb. per square inch on the piston, that the boiler leaks, that the valves are also leaky, and, for aught we know to the contrary, five times the quantity of steam may be going in other directions than in the way of doing work. The cylinders, we know, are naked; now, under these circumstances, what does your correspondent do, but just what any writer in New York may do as well as him—namely, assume that such and such a quantity of steam enters the cylinders at such and such a pressure, and that, therefore, only such and such a quantity of water is evaporated by such and such a quantity of coal. And this is considered a fit and proper way to treat an invention based upon the very principles of the Cornish engine, and calculated to extend them even beyond the best examples cited; and, at the same time, by reduction of weight, bulk, increased safety, and the condensation of the steam by the atmosphere, to extend the economy of the best Cornish engines into every department in which steam-power is or can be used.

There are, no doubt, in the *Mining Journal* occasionally some very stupid attacks upon inventors by interested individuals, but I doubt if one can be found to surpass this in the obviously malicious and unscientific mode of procedure; I shall, therefore, leave your readers to come to any conclusion they think proper upon what Mr. Bennetts has stated, or may hereafter state, relative to myself or my engines and boilers, and, as I will not descend to personal recrimination, I conclude by stating, that when the shareholders, who have really invested capital in the mine, can make sure that all else is right, and can find 30-horse power for the engine to do, and will entrust the engine really and truly to such men (and their cost per week shall be quite as low as the Cornish drivers) as I think proper to put there, they shall have no ground to complain that my reports are false, or that I am not equal to do what I say I can as I can do more than that in other places with the same engines; and as all the properties of the engine, fluid and solid, are the same in Devonshire as in London elsewhere, it must, therefore, be something extraneous that is wrong; when this right, it will follow, as a matter of course, that the engine will work as economically in Devonshire as in London.—*Oct.* 30.

T. CRADDOCK.

P.S.—It may be here worth while to introduce Mr. Bennetts's original testimony on the merits of my invention:—

Haytor Consols, June 27, 1853.—DEAR SIR: I have yours of the 25th, and, in reply, have much pleasure in stating that the engine you have recently erected for us at these mines works most satisfactorily—indeed, no engine can possibly work better. I feel it would be a waste of time to make any remark upon the principles on which your several inventions are based; all who understand the theory of the steam-engine must admit that they are sound; and I feel quite sure that the difficulties of practically carrying out these principles have been overcome, and that we now have a bet-

pressure boiler more effective and safe than any other; a condenser occupying little space, and yet effecting perfect condensation (our guage indicates from 26 to 27 inches); and the expansive principle carried to the utmost effective limits. I hope the day is not far distant when your engines will be met with wherever the steam-engine is required. I shall always be most happy to do what I can in furnishing information relative to the working of the engine, or in any other way to fix the attention of the public on an invention which is destined ultimately to effect such a revolution in the mechanical world.—G. Bennetts.

ON STEAM-BOILER EXPLOSIONS.

Sir,—The causes of boiler explosions have occupied chemists and engineers for many years in their investigation, and yet we have hardly a week passing but one's feelings are wounded by hearing of the bursting of a boiler in some mine or manufactory, and the consequent loss of human life. Various have been the conjectures of both theoretical and practical men as to these causes, and yet the evil remains undiminished, or nearly so.

Accident, however, seems to have lately, in my opinion, thrown a considerable amount of light on the subject. In a lecture given last week in the Mechanics' Institute of this town, by your able correspondent, Prof. Hunt, of the Museum of Economic Geology, he said that, by the experiments of a French philosopher lately, it was found that water, when deprived of its atmospheric air, and assuming the state technically called "allatropic," and submitted to heat, did not boil at the common temperature of 212°. The thermometer gradually rose to 250°, still no ebullition was apparent; but when the thermometer indicated a temperature of about 260° an explosion took place in the water. And, further, that on the same kind of experiment being repeated, when the temperature arrived at 250° a small quantity of common water was introduced, in a proportion of not more than may be taken up in a *pin's head to several gallons* of the allatropic water, when an explosion like that of gunpowder *instantly* ensued.

May not these facts be turned to account by our scientific engineers? It is a well-known fact that in a great number of those accidents occurring in the Cornish mines and in manufactories, the explosion has taken place *immediately* on the engine, which had previously been stopping for *cleansing* or other purposes, starting to work; or, in other words, on the introduction of the first pump full of feed water into the boiler.

May not the water in the boiler have assumed the allatropic state, by parting with its air? May not the whole of the air which was contained in the water have passed off with the steam through the safety valve during the stoppage of the engine; and having parted in this way with its air, assumed the state of the water in the experiment, and, as also in that experiment, have exploded by assimilation with the newly-injected feed water.—*Devonport, Oct.* 28. J. Anthony.

GOLD MINING COMPANIES.

Sir,—I beg to inform your correspondent, Mr. Michel, that it is not by an assayer, with his crucible and cupel, that we ascertain the average product per ton of any given deposit. An assayer can only give the contents of what is given to him, and can form no idea whatever of the value of the deposits by such means. To sample and ascertain the approximate contents of any given deposit is done on a much larger scale in the field, not in the laboratory. We should never neglect the importance of the division of labour and the limits of the applications of the respective branches. An assayer should confine himself to his laboratory; a purser on board a ship should never assume the post of a captain; nor a mere accountant assume the management of works with which he is unacquainted. The Victoria Gold Mining Company did not give up for the want of capital; it was in consequence of the refusal of the grant near the Lodden. The Ovens Mining Company gave up also from the same cause. The present high price of gold has enabled the diggers to re-wash the refuse of the gold fields many times over since the commencement. The Government intended to grant me the whole of the Golden Gully (Forest Creek) as soon as the diggers had retired. However, it is not a child's play. Even a person of extensive practical experience, with colonial knowledge and influence, and means at command, will find much greater difficulties in establishing profitable operations in the gold fields of Victoria than in other countries. It is all very well to draw up plans and reports, &c., and cast reflections on the proceedings of companies in the colony; but to carry such things into effect is quite another affair.

I know what I could have done, and what I could do now, were I in the colony, free to act independently, and not encumbered by an useless and expensive force, and presuming agents. With a few hard-working companions, to select spots, and work them one after the other, much may be done yet; and I hope Mr. Michel will realise his expectations.—*Oct.* 29. Evan Hopkins.

GOLD EXTRACTION.

Sir,—During the excitement of the Californian gold mining speculations in 1851, I went with a friend to see some patent gold-washing machines in the City. It was not with the expectation of finding any really useful and practical methods, superior to those applied in old establishments, but to see how those things were got up, and the kind of explanations given by those who recommended them to the public. My friend, like myself, had been many years in the gold regions of South America, and was not only well acquainted with the whole of the gold mining operations, but had established and carried on some of the most delicate parts of the operations, especially the assaying and parting processes on the large scale. A patent gold-washing machine was shown to us, by which, it was said, any person would be able to make a fortune, even by washing the residue of a gold field, however poor it may be. We asked how so valuable a machine was worked, and proved to detect so small a quantity of gold from so large a mass of matter, in such a cheap and easy manner? Our informant immediately explained this to us. "Gentlemen," said he, "this conical machine, with a spindle in the centre, furnished with cutters, is filled with water, and the gold sand is thrown into it at the top. After a few rotations of the spindle, the gold gets to the bottom; and by opening the valve below there you have it."

We asked him how he could prove this? He replied—"Quite easily, gentlemen; we have put sawdust and shot into these machines, and, by working them only a few moments, we invariably find the shot at the bottom, and the sawdust carried away by the water!" This explanation was given with such emphasis of satisfaction as to remove all further doubt from the matter.

The next machine was somewhat more complicated, but of greater importance, inasmuch as, by the aid of mercury, the most impalpable gold was to be detected, and thus ensure extraordinary profitable results. We asked how this grand discovery originated? We were told that a gentleman, after deep reflection, and an immense amount of study, found that, by mixing gold-dust with quicksilver and a little hot water, and agitating the mixture for a short time, it formed an amalgam; and in order to satisfy us of this important discovery, our informant put some gold leaf in a saucer with quicksilver. We asked him how the gold-dust was first to be obtained? "Oh, this is very simple, gentlemen," said he: "gold is a very heavy metal; and in washing the sand the gold remains behind, and the sand is carried away by the water. The gold is then taken out of the trough and put into the quicksilver; and, gentlemen, there you have it."

The above explanations are quite equal, and as instructive to the old practical men, and the proprietors of gold mining establishments, as those recently announced in your Journal. They require no comment. Men acquainted with such business well know that gold is heavy, and that it can be mixed and incorporated with quicksilver, and again separated by distillation; but what has this to do with questions of quantity and economical manipulation on the large scale, to ensure profitable results?

On my arrival at Mount Alexander, it was truly amusing to see the "new arrivals," loaded with innumerable patent machines, from the common cradle to the most complicated amalgamator. I could name about 20 varieties—each one expecting to obtain wonderful results; but when they saw what was before them—fields of clay, sand, broken slate containing gold here and there, requiring first a great amount of manual labour to obtain the washing stuff, then to get water to dilute it, and take out the stones, &c., they soon found their mistake, and were obliged to adopt the simpler and far more effectual means of washing to support themselves, and abandon their machines. Hundreds of such "patent machines" were offered to me at our offices at Forest and Fryer's Creek, and also the grant of the quartz veins of Specimen Hill, with the grinding and barrel amalgamating machines which had been erected there; but I would not accept them as a gift. No experienced gold-washer would think now of employing quicksilver at the diggings; and as to the quartz, when we get sufficient to pay, we can extract the free and solid gold with great ease and simplicity without mercury; and the gold which may be in saturation is obtained by means of a slow decomposition, &c., should it be found worth the cost.

Thurloe-square, Brompton, Oct. 29. Evan Hopkins.

GOLD IN AUSTRALIA—THE BENDIGO ASSAYS.

Sir,—In your Journal of the 21st Oct., a most bitter attack was made upon me by your anonymous correspondent, "Vindex." In self-defence, I cannot let the imputations conveyed in that letter pass, although I believe that the coarse strictures levelled at me in that document can have but little weight with the majority of your readers. "Vindex" says I lost my reputation by my manner of reply to Mr. Hopkins's question about the assays, and that I do not understand the importance of the question. I quite understand the matter, and am prepared at any time to furnish the requisite information upon the subject to such parties as may have a direct interest in the case, be they shareholders in the Port Phillip Company, or others who may feel inclined to experimentally test my scheme. Moreover, I am not "R. S. T.", nor an agent of the Gracechurch-street party; thus the shafts launched at me by "Vindex," fall harmlessly to the ground.

Mr. Eathorne Gill has fallen into error, in supposing I do not appreciate experience. But there are two sorts of experience connected with Australian gold mining; the one, experience in the colony, including local knowledge and general acquaintance with men and things; the other, scientific experience to aid and assist in developing the mineral resources of the country. The one, of course, would be greatly assisted by the other; and had a manager possessing the first requirements, the assistance of a coadjutor possessing the other, there is no doubt that his chances of success would be materially enhanced. Still, gold mining in Australia, unlike other mining, is so simple in its very nature, that it is, at all events, a question whether the benefits to be obtained by the employment of eminently scientific men are tantamount to the actual loss accruing to the shareholders from their large salaries. Of what avail is it for the scientific man to pronounce a tract auriferous, when it cannot, in the existing state of things, be obtained. Besides, a practical miner, by sinking a shaft to the bed rock, can ascertain the fact himself; and experience, with practised miners, points pretty surely to the spots where the largest deposits may be expected. A first-rate mining captain, who could be obtained at much less money, would, probably, answer all present requirements.

Thus, Mr. Gill must not suppose that I sneer at mineralogical knowledge in the abstract, but I believe the day has hardly yet arrived when it can be turned to much account in Australia. The golden deposits are very abundant, and the commonest labourer can point out numerous places which would pay well, if they could be obtained. Why, then, pay a large sum to an individual to point out that which is already found? The truly scientific person is the man who can discover the way to work that deposit to a profit, and not to a dead loss, as has hitherto been done. It is a singular fact, that I have never seen Mr. Hopkins's reports of 1852-3, and yet it appears by his letter that some of my views are identical with his reports. This shows clearly that our views are not altogether antagonistic. My opposition to that gentleman arose solely from his questioning the assays, which I believe to be correctly taken, for in attacking them, he attacked the superstructure of my scheme. In conclusion, I shall feel obliged by your inserting the following letter, received by me on this subject.

H. E. Michell, B.A.

"Dear Sir,—I have observed that some correspondents of the *Mining Journal* have doubted the authenticity of the assays published in one of your letters in that Journal. I have now in my possession the original certificate of those assays, and although it was not intended that any publication of them should take place, I will not hesitate in substantiating the correctness of every figure. The report I received at the same time as the certificate, informed me that with one exception—namely, the 'Robinson Crusoe Gully,' which explains its own tale—samples were taken in bulk promiscuously from the various waste heaps at surface, thrown up by diggers, and left as refuse. Two separate assays were made of each sample, to accurately test the exact amount of gold in the quantity assayed, and from that result the amount per ton was calculated. I am positively assured that in no case was any sample taken by selection, but all samples were considered as the fair average of the actual state of the gullies named; and further, that the sample in each case would represent probably thousands of tons. The assayer is a gentleman of more than 30 years' experience in the manipulation of gold, and I have the greatest confidence in his integrity and ability; he is not a laboratory assayer, but one of great practical skill in his business. I will send you any further information, if required. F. Bennett.

"39, *Cannon-street.*"

DREWE'S PATENT TRITURATOR, WASHER, AND AMALGAMATOR, FOR AURIFEROUS ORES.

Sir,—I, last week, received an invitation from Mr. Drewe, to witness the quartz crushing machine at the Windsor Iron-works, in active operation. On Monday I was able to attend, and my first impression was fully confirmed that, as far as the reduction of the quartz to an impalpable powder is required, this simple machine is most efficient, and certainly well adapted to work in localities remote from skilled labour. The amalgamating process perfected, there can remain but little doubt that, if quartz contains sufficient gold to pay for working, the day is not distant when many anxious hopes will be realised. With a firm conviction myself that such quartz does exist, I feel every successful effort towards its profitable working deserves the best thanks of those interested. Mr. Drewe was trying a plan of amalgamation, on a small scale, that was new to me: it was forcing the auriferous mud through the mercury by pressure. I hope he will favour us with the result. The rock I saw crushed was a mixture of hard quartz, ironstone, pyrites, and gossan, many fragments of the hardest description; yet every stone was rapidly and perfectly reduced to fine powder in a few minutes.—*South-street, Dorking, Nov.* 1. James M'Arthur.

GOLD MINING, AND LIFE ASSURANCE.

Sir,—The two subjects of this letter having of late been noticed in your Journal, I beg earnestly to direct the attention of those who have been the victims of spurious "gold schemes" to the certainty, advantage, and security of Assurance Investment over all other investments. Let me notice the case of the Rock Life Office,—this company's shares, upon which only 10s. has been paid (or half the amount of most of the "gold shares"), are at present worth 7*l.* 10s. One office's shares, and only one—the Professional, only established seven years—are at par; the other offices, both mixed and proprietary, having their shares sold at various premiums, the lowest being the Guardian, whose shares have only increased in value 23 per cent. in 33 years. But, leaving the older offices, let me notice a giant office—the creation of two years and one month—the Unity Fire. 500,000 shares, of 2*l.* each, have been distributed in this short time over great part of England: 7000 shareholders are connected with it, who have paid up 125,000*l.*: 14,000 policies have been issued, insuring 12,000,000*l.* worth of property, and 800 agents are spread throughout the length and breadth of the land, promoting the benefit of all connected with it.

A question might be here asked, "What are the advantages of the Unity, that it should succeed in thus eclipsing all others?" I would answer—an honest board of direction, composed of gentlemen of the highest character—a guarantee of 5 per cent. upon the paid-up capital, together with one-third of the nett profits—and, more than all, the return of the remaining two-thirds of the nett profits to those who have created them—the insurers. Such is the constitution of an office destined, may we hope, to repair the injury done to many of the unfortunate gold mining speculators—would they but invest their capital in England, would they but be persuaded to forget "crushing," "amalgamating," and "assaying." One million new shares are now being issued, at 100 per cent. prem., and will amply repay any one disposed to join a respectable association, with all the advantages of an immense business.

Shares in life as well as fire institutions may be placed in strong contrast to gold shares. The fire office I have spoken of is now extending its operations to life assurance—and with what result? No sooner was the prospectus issued than the capital would have been instantly paid up, had not the directors, with characteristic prudence, resolved to listen to no applications for shares but those for small quantities; and even this did not prevent 130,000 shares being issued in little more than two months—only 250,000 being fixed as the number of shares into which the capital was resolved to be divided.

The great error of all old life offices has been calling up too much capital. The Trafalgar, which was established in 1851, has only 12,500*l.* paid up, and has a revenue already of more than 30,000*l.* a year. This office will merge into and form part of the above-named new life office.

Perfect indisputability, the setting aside of one-tenth of the profits to form an "annuity fund" for distressed shareholders and insurers, their widows and orphans, and a similar sum to educational and other purposes, are among the advantages of the Trafalgar and the Unity General life companies.

A clause in the deed of settlement of each of the offices protects the shareholders from liability beyond the amount of their shares. What a contrast to the boast of one office (fire)—"The private fortune of every individual shareholder is liable for the fulfilment of its engagements."

I would only add that, by application at the offices, 40, Pall Mall, and King William-street, any one may satisfy himself that what I have stated is stern fact, and indisputable as the offices' policies.—*London, October* 30. Purima.

FALLACIOUS VALUE OF MINING SHARES.—No. I.

Sir,—It is exactly two years this very day that I commenced a series of communications in your Journal under the above head, and therein showed up the monstrous fallacy that eleven new specs, even if worthy the name, stood bolstered up in the share market at an imaginary value of 310,600*l.*; whilst eleven dividend-paying mines (among which were West Caradon, Botallack, Levant, North Roskear, North Pool, Wheal Lovel, Treviskey, Great Work, and Goginan) were all to be purchased for 17,690*l.* less than the new concoctions above referred to.

This letter, of course, annoyed the evil doers, who wrote in such a malicious spirit in reply that I wondered at the time how you could pollute your Journal with such rodomontade; therefore, I treated them with the contempt they deserved, being well assured that time would convince every one of your readers, and yourself, that "Argus" (of Truro) wrote nothing but what he could substantiate.

Two years have elapsed to this very day; and in your Journal what do we find? Why that you furnish your readers with a leader showing up the malpractices of those I pointed out two years ago, and an article from Mr. Evan Hopkins, "On Mines and Mining," is to the same purpose; and among them is the bankrupt, James Eckley Prockter, the innkeeper of Launceston, whose examination on the 10th October before the Exeter District Court will serve as a guide to novices in mining affairs, teaching them that public companies should not emanate in a public house. This unfortunate man (Prockter) had the audacity to publish in your Journal, of the 13th of Nov., 1852, that at Fat-Work Mine "Fifty men could at once be put to work on tribute at 5*s.* in 1*l.* Before the end of December the mine will be in full and profitable operation." He then sets to the impossible task of closing the eyes of Argus:—"One blow (says Boniface) will effect my purpose, and that will be a hard one. If others made efforts to defraud the public, there is no such intention on the part of the present respectable company to do so. They come before the public with a bold front. The price now quoted for the shares (5*l.*) will be at least doubled before Lady Day, 1853, as before that period arrives they will have sampled 1500*l.* worth of tin, and hope to go steadily to market with 15 tons of ore a month for the next 14 years. Among the numerous schemes being brought forward I do not know one that will attain a higher rank, or make more stir in the mining world, than the one in which I have the honour to be the purser."

Two years ago I knew all this to be a tissue of falsehood from beginning to end. Many of my mining friends, who consulted me at the time, had as much under my hand and seal, and kept their money from the "Prockter's" hands. A few months sufficed to end this bubble. There were no 5*s.* tribute, or 1500*l.* worth of tin; no 15 tons a month. The explosion took place within 14 months, instead of years; and James Eckley came "before the public with a bold front" on the 10th inst., and admitted that, in his own individual person, he constituted the whole body of shareholders at every meeting of the company, entered the resolutions in the cost-book, and with his own hand, pen, and ink, actually signed the names of six or seven parties, supposing them to be present, and as near a *fac simile* of their handwriting as his prolific genius and honest intentions prompted him to, by which he has "attained a higher rank, and made a stir in the mining world," to which he has been a dishonour in every sense of the word.

Such doings deter many persons from engaging in mining affairs, and thereby keeps a large amount of money from circulating in a true channel of success. Had the public only used their optics, they would have said, "What can this publican and sinner know of mining to enable him to assume the position of purser of mines—a judge of tribute, the worth of tin, and a foresight of Fat-Work's capabilities to render 15 tons of ore a month for 14 years to come—say, 2522 tons of tin, probably worth 160,000*l.*, when there are not above six mines working to such an extent?" When men of such standing in trade stray out of their regular path of business, the public should use caution. A keeper of stables should look after his horses and grooms. A baker his oven, bread, till, and ledger. A butcher has his distinct occupations; and if any of these worthy trade folks have spare capital, they are justified in embarking it in mining, but not in taking office as mine managers, pursers, &c. As soon would I entrust myself on board a ship to be steered by them to the Baltic or Crimea, as embark my cash under their mining superintendence.

Personally, I made no attack on Mr. Prockter. During my frequent journies for 42 years, I have times out of number slumbered in his dormitory, partaken of his *cuisine*, and enjoyed the viands of mine host at the White Hart. My aim was to guard many of your readers from supposing that Fat-Work Mine, under his management, was intrinsically worth the value it was quoted at, or that the other ten infantine speculations pointed out by me were at all to be compared with the elven dividend-paying ones set opposite. A bird in the hand has always been considered worth two in the bush; and were I inclined to lengthen this letter, I should have little difficulty in showing that half of the ten are extinct, and the other half in a tottering condition—the whole batch during the past two years not having turned up ore enough to equal the dividends paid on one of my selections on the contra side.

London, Oct. 28. Argus (of Truro).

RITTON CASTLE MINE.

Sir,—On perusing your Journal of last week, the first thing that took my attention was Mr. N. Ennor's report of Ritton Castle Mine. Had I not known the district I would not have made any remark. Mr. Ennor says the present levels are deep enough to prove whether lead is to be found in sufficient quantities to warrant sinking deeper. I uphold they are not, for these reasons:—The ground through which the present shallow levels have been driven is disordered, and the lodes are not settled at that depth in the disordered strata to prove their productiveness. Again, was the celebrated Grit or Bog Mines productive at that depth—viz., 20 fms.? Or, were they so promising as the Ritton Castle Mine is at present at that depth from grass? I say, no. The large quantities of ore found in the vicinity of the Bog Mines were not discovered at shallow depths. The first pipe of ore met with in the western levels of the Bog Mines dipped direct towards the Ritton Castle engine-shaft. I say, there is every encouragement to warrant sinking the engine-shaft at least 40 fms. from surface, and driving direct to the point where the wheel-pit lode intersects the others; and then, when the junction of these lodes are seen at that depth from surface, it leaves not the least doubt upon the mind of any practical miner, acquainted with the district, that the Ritton Castle Mine will not fall short of its neighbour (that paid, and is paying, such enormous profits to the proprietors), and become a rich and lasting mine to its adventurers. I may remark that the different lodes seen between the Bog, Pennerley, and East White Grit Mines, are crossed with shale, and are otherwise intervened by elvan and other cross-courses. I have seen, nine trials out of ten, that the lodes are unproductive (although having a promising appearance at surface) until out of the disordered ground. As a practical miner, knowing the locality so well as he does, I am sure every confidence can be placed in Captain Edelsten's exertions towards bringing the mine among the dividend list of paying adventures.

Nov. 1. One who knows the District.

PRACTICAL MINING—MR. N. ENNOR AND CAPT. HEATH.

Sir,—I am obliged to Capt. William Heath for his remarks, which appear to have decided the question as to a north and south lode not being heaved in Lydford district. If any person should know of an extensive heave in that or any other locality, I should be thankful if they would point it out. The other comments of Capt. Heath shall be replied to at a future time, after seeing the remarks of others. Your readers will notice that these were questions put in my letter, and not decidedly my views: I have not expressed an opinion on them.

To "A Resident in the Caradon District," I have only to say that it is not my intention to notice any anonymous correspondence: when he casts off his mantle, and gives reference as to the genuineness of his signature, I will not hesitate to afford a full explanation to his queries. I thought the question on Hingston Down Consols was answered in my letter a few weeks since.

It is my intention to go my annual round again in about a week, when I should be glad to receive any well-authenticated facts that would have a tendency to aid mining. Letters addressed to Wivelliscombe will find me. N. Ennor.

Wivelliscombe, Oct. 31.

THE IGNEOUS THEORY, AND THE EARTH'S NATURAL LAWS.

Sir,—As the only reply Mr. Ennor has received to his papers on the Laws of Nature falls so far short of what he solicits, I venture to offer a few remarks on the subject.

First, then, he disbelieves the igneous origin of granite. Any boy in the granite quarries will tell you that it is useless to attempt to cleave "out of the way of the stone;" or, in other words, granite has its regular cleavage planes, and cannot be a cinder, nor a slag.

Secondly, he believes in the northern drift, or magnetic current, proceeding northwards, as stated by Mr. Hopkins. On this point we must agree to differ for the present.

In the next place, he believes in the growth and decline of bunches of ore. I believe that never while the natural stop-valves of the earth, which produce the formation of a bunch of ores, remain untouched, will that bunch decline. I believe it is generally admitted that copper ore, after being cut through and drained, does decline; but this is not so generally admitted of other ores. However, I will mention a case for Mr. Ennor's consideration:—When the 110 fm. level of this mine intersected the Crahan bunch of tin, about 25 fathoms east of the great spar (a quartzose cross-lode), there issued from the bottom of the level a stream of warm water, which left a whitish brown sediment, and was rather caustic, or injurious to men's toes, so that they were obliged to use oil and grease to preserve them. The water in the great spar, in this level, was tolerably good to drink. In the 120 fm. level, the water was let down at about 130 fathoms from the great spar, and the 110 fm. level became dry, the water still warm, as before, in the lode, and drinkable in the spar. In the 130 fm. level, the water (of the boiling well) was still nearer the spar, and the lode much improved, so that from this level to the 140 seemed to be the best part of the bunch. In the 140, the water, when tapped, seemed to be losing its warmth; the water in the spar still drinkable, but not so cold as upward. In the 150 fm. level, that bunch of tin declined; the lode became loose and broken, having plenty of wild quartz, and only a little tin, at the sides of the lode next the walls, and the water which was tapped still nearer the spar was less warm. In the 160 fm. level, the Crenver bunch of tin, which stood directly east of the spar, and had continued almost from surface, declined, and the boiling-well water was tapped about 10 fms. east of the spar, but it had lost its warmth, and could scarcely be distinguished from the water of the spar; and I believe, if the mine had been prosecuted 20 fms. deeper, this water would have been found to rise from the great spar as cold and clear as the water I so often drank from it in the 160 fm. level.

The question is, then, was the heat of this water chemical, or occasioned by friction; and was it in the act of carrying off the tin, or of feeding it? This bunch of tin did not produce much above the 110, or below the 150, and all the levels became dry in succession as the water was cut in the level below; and yet it produced rather too much tin to be called a sapling. J. B. Wilkin, Agent.

Trumpet Consols, Oct. 30.

PROPOSED GREAT CENTRAL RAILWAY, THROUGH THE NORTHERN MINERAL DISTRICTS.

Sir,—Without spouting the poetry or detailing the calculations of the letter which appeared in your last Journal, I quite agree with the writer in giving the preference to the Liddesdale over the Teviotdale route for the Great Central Railway. Having resided for 20 years in the south of Roxburgshire, and repeatedly crossed the border into England (without, however, being a landowner in the vicinity), I can speak without hesitation, not only my own opinion, but the opinion of those who are still better acquainted with the localities.

From Hawick to Meerdykes there might be some difficulty in constructing the line with easy curves and gradients; but from that spot where Tyne and Liddal originate, a beautiful and gentle declivity opens down both rivers, with all the facilities which an engineer could wish. Here, too, or a little to the south of the summit level, are large deposits of very excellent coals, lime, ironstone, &c., which, as has been well observed, the conveyance to Hawick, and other places, would be favoured by the downwards incline. The branch along the Liddal would, of course, pass Lariston, Newcastleton, and on to Canoby, whence it would be continued to Carlisle, &c., by the lines already constructed or proposed. The branch along Tyne would pass Keeldar, Lewisburn, Falstone, &c., meeting the branch already sanctioned to Hexham, and thence to Newcastle, through a country rich in minerals, rich in pasture, and capable of becoming still richer by the improvements of modern husbandry. So eligible has always appeared this route, that I advocated it strongly as the best communication between the two kingdoms, before either the Coast line or the Caledonian was constructed; and I advocated it again when the North British, some years ago, proposed the extension of the Hawick branch to England; and I advocate it still, although its value must, of course, be lessened by the other communications now existing. Had it been the only line, and by a different arrangement of branches, it might almost have superseded any other, connecting London and Edinburgh. Oh! how wealthy might all the shareholders have been, and how trivial, comparatively, the remunerating fare required from the passengers.—*Nov.* 1. U. N.

P.S. The line lately sanctioned from Hexham up the Tyne must communicate with the North British or the Caledonian; otherwise, it will never be remunerative.

THE GREAT CENTRAL COAL MINING PROJECTS.

Sir,—Observing in your last week's Journal, that Mr. H. Mackworth, in a lecture "On Science in the Mines," has taken occasion to advert to the Kingsthorpe undertaking, in a few cursory and partial statements, calculated to mislead persons unacquainted with its real merits and character, as regards its geologic relations, I feel that a few justificatory observations are due to the enterprise, and especially in its present stage of progression.

Mr. Mackworth—like others who have attempted to demonstrate geologically the non-success of the Kingsthorpe operations, from the given thickness of certain formations superior to the carboniferous group—has, as we shall find, drawn his inferences and conclusions from erroneous suppositions. Assuming, first, that the various members constituting the middle and inferior oolite, lias, and red marl formations, are all present at Kingsthorpe, he asserts that "the depth of the carboniferous formation from the surface there ought not to be estimated at less than 700 yards." And, as a geological estimate, *thus arrived at*, we are free to admit he may not have overrated it, for some of the most recent works give a thickness of 2500 feet to the oolite and lias alone; and thus (deducting some 400 feet for the superior oolitic beds) the Kingsthorpe miners, geologically directed, in accordance with this grand uniform aspect of the intervening stratifications, ought, in the outset, to have calculated on having to penetrate through a thickness of 700 yards of oolitic and liassic beds ere they could reach the red marl formation! Utterly regardless, however, it would appear, of all such disparaging scientific deductions, to work they went, and persevered through evil report and good report, till a rush of saline waters arrested their further progress; and geological *savans* were astonished by the announcement, that, in the neighbourhood of Northampton, the red marl had thus been discovered (and penetrated into a very considerable depth) at only 160 fathoms from the surface!

It may be affirmed, without any fear of contradiction, that this practical development of the red marl and its brine springs, from the surface of the middle oolite, in a district so far south, is, in a geological sense, an achievement not only without parallel, but of the first importance, as having presented us with the most indubitable evidence of the practicability of working coal seams in the very heart of the great *secondary* districts of the kingdom. It, indeed, may be said to have led down already to the very portals of that pregnant and invaluable formation; and what, in the name of all that can be rationally alledged from natural or geological deduction, is there to lead us to suppose that a continued perseverance in judicious operations would not result in a successful issue?

We have shown that the scientific opponents of such views have first assumed the presence of the uniform sequence of secondary deposits, and then adduced their depreciatory arguments from their aggregate geological thickness, complacently announcing this as the legitimate *scientific* treatment of the great subject under consideration—the practicability of working such of our coal fields as lay concealed, as with a mantle, by the secondary formations of more southern England. But such a position is utterly untenable; alike at variance with all the actual demonstrations of practical operations, and the varied and ever-varying phenomena presented on every hand by sober Nature. Though the succession of the great geological deposits is never inverted, it is extremely rare to find the series perfect; certain strata are wanting, or sometimes whole groups are absent, and at others entire formations have disappeared from their assigned geological positions. As two remarkable instances of which, we may point to the south, across the Channel, to the chalk resting immediately on the carboniferous strata, and northward to the chalk beds reposing on the mica-slate of Cushendall, in Ireland, respectively presenting a geognostic hiatus of stupendous character.

These, and such like fitful phases, are, however, but ordinary occurrences in the grand diversified arena of Nature, and inseparable from the mighty causes which have operated therein, of which fluvial action and oceanic currents have been the great active agents in the deposition and transposition of the earth's materials; and, by their denuding effects, have imparted to the superficies of the various sedimentary formations every imaginary degree of difference and incertitude. In fact, the crust of the earth has been subjected to disturbances so extensive and varied, that it is believed no portion now occupies its pristine position.

These considerations, assuredly, are eminently qualified to correct and modify the over-confident generalisations and speculations of the theorist, and the keen devotion of the votary of received or duly accredited scientific systems; and in discussions involving considerations of such national importance as the one we have now under review, it were well if much more liberal and comprehensive views of things as they are in reality, were permitted more frequently to manifest themselves in avowed opinions, and in the dismissal of indefensible prejudices. *Science* is then, in verity, legitimately consulted, and such alone is the *true scientific* treatment of the great question at issue. For my part, I have been induced to take a somewhat prominent part therein, and, in fact, very generally to advocate the discovery of coal under the great secondary formations of England (to say nothing of its vast importance, locally and nationally), solely because experience—a dear-bought experience—and a long series of close and widely-extended investigations, have imbued my mind with a settled conviction of its existence there in vast areas of country, and towards the development of which the operations conducted on the oolites, so far south as Northampton, have been productive of most encouraging demonstrations, as I am quite sure geologists generally must admit, where they are candid or courageous enough to make the avowal.

In advocating this and similar trials, I have not advanced a single opinion, &c., at variance, in a general and ascertainable sense, with existing natural phenomena or legitimate science, whatsoever may be the result of those or any such experiments. Without any pretensions to infallible judgment (which in almost all such matters would be simply ridiculous), I am quite content to abide by all that I have advanced, and equally prepared, if requisite, to defend the same, in the open arena of fair and legitimate discussion.—*Nov.* 1. J. Holdsworth.

Meetings of Mining Companies.

DUSTON IRON ORE COMPANY.

A meeting of shareholders was held at the offices of the company, Cannon-street, on Wednesday,—Mr. Bisgood (the chairman of the company) in the chair.

Mr. Nurse (the secretary) having read the notice convening the meeting,

The Chairman said the business of the present meeting was to elect an auditor on the part of the shareholders. Mr. Watts was the only candidate proposed, and by the rules of the company a certain number of days' notice was requisite to be given, but although he was the only candidate, he was a gentleman of business habits, and should they elect him, he must congratulate the shareholders on the selection they had made. A resolution was then proposed, and carried unanimously, electing Mr. Reading Watts as auditor on behalf of the shareholders.

Mr. Watts, in returning thanks, said he felt highly flattered by the appointment, and that his fellow-shareholders might rely on his fulfilling the duties to the utmost of his ability.

The Chairman said the business of the meeting was now over, unless any shareholder had any question to ask. The company was only early in the field, he, therefore, hoped that nothing irregular would take place in any question that might be put.

Mr. Archbald said, he held a large number of shares, and, if not irregular, he would put a question that would not only satisfy himself, but the shareholders present. He wished to know whether the works were progressing satisfactorily, and the ultimate success likely to attend the undertaking?

The Chairman said, he was unable to answer the question, but should turn the honourable proprietor over to the managing director, who would, no doubt, deal with him in his usual business-like manner. They had no wish to conceal any information, and the shareholders might come at any time, either in a body or separately, as they were determined to make no distinction between themselves as directors and shareholders, and the secretary would have the power at any time to exhibit all books and papers to any shareholder.

Mr. Archbald observed, that Mr. Lucas, the managing director, was kind enough recently to give him a small specimen of the ore; and he must confess he was rather sceptical until he had it tested by a gentleman, who perfectly satisfied him that their success was beyond a doubt.

The Chairman said, they had taken every means of having the ore tested before forming the present company.

Mr. Lucas said, he would respond to the call of the worthy chairman, to give an account of his stewardship. It was not a long time since the company had been established; and when the prospectus was issued, announcing that they would pay 7½ per cent., and that the shares were only 1*l.* each, with no further liability, it was rather a bold assertion, when so many bubbles were in the field, ruining families; but he knew he had right upon his side, and felt satisfied he was establishing a company that would carry out all it professed. With regard to the shareholders obtaining 7½ per cent., many said they would never get it; but he said they were as safe to get it as they were sitting in that room. He (Mr. Lucas) has just signed the deed, and a bond in the penalty of 1000*l.*, to secure the payment of that dividend. Another security they had was, that the 13,000 shares to which he was entitled would be in the hands of the directors until 7½ per cent. was paid, as well as the power of stopping any remuneration to be paid to him as manager. He felt confident that by July, 1855, the time stipulated for the payment of the dividend, it would not be 7½ per cent. but 10 per cent., or even more, and the guarantee given by his bond would be speedily relieved. As to the question of no further liability beyond 1*l.* per share, it was strictly the fact, although it might be criticised by the public, as the Joint-Stock Act made the liabilities extend over three years; but they had introduced a special clause into the deed to indemnify the shareholders; and in the deed from the lessor, Lord Palmerston, it was provided that the capital stock and funds of the company should be alone liable; and no proprietor, whether director or not, be subject to any claims or charges, under any circumstances, exceeding the amount of their shares. With regard to the works, the railway to connect the property with the canal and London and North-Western line he expected to be completed by the middle of this month, at an expense of 2500*l.*, which was an increase of about 250*l.* on the original contract, as it was found a saving would be effected by having a siding on their own property by the London and North-Western Railway. The canal company had also been, applied to, and a wharf obtained, with a frontage of 200 yards. The gradients of the line were so favourable, that the wagons would run to the River Nen without expense for motive power, and only one or two horses would be required to arrange the trucks on the railway. An additional source of profit had arisen from the discovery of a beautiful bed of clay, where the ore cropped out, and from opinions he had taken, was pronounced to be of the best quality. (Mr. Lucas exhibited several articles manufactured from the clay, as also bricks and tiles, which were greatly admired.) In consequence of this discovery, brick-yards and a tile-kiln were being made, at an expense that would not exceed 1500*l.*; the whole of these works were expected to be completed by the 1st of January. The next information he had to give them was, respecting the sale of the ore. Contracts had been entered into for wagons with the Midland Company, and they would be in a position, by the end of the present month, to deliver the ore, specimens of which had been assayed by Messrs. Johnson and Matthey, and found to contain from 35 to 40 per cent. of pure iron. With regard to the smelting-works, they were not yet commenced, he being anxious to see the description of furnaces others might erect in the neighbourhood, where two would be in operation in about a fortnight, giving an opportunity of ascertaining whether any improvement could be made in the construction. As to the quality of the ore, parties in Staffordshire run it down, but it was found to smelt much easier, and in that locality 3 tons of coal were required to smelt the same quantity they could do with 1¼ ton. They had also the advantage of limestone, which they could obtain at an expense of 6d. per ton, whilst it cost the Staffordshire smelter 4s. to 7s. 6d. He had now proved that they had three strings to their bow—the selling of ore, the smelting, and the making of bricks and tiles; but he had two more—the limestone, and the making of lime. Within a quarter of a mile from the company's property there was an inexhaustible supply of limestone; and he had arranged with Lord Palmerston for the company to be allowed to make lime at a royalty of 1s. per ton. Under all these favourable circumstances, he thought the shareholders need not fear being paid 7½ per cent. dividend. He (Mr. Lucas) would conclude by observing, that he had upon all occasions been most kindly supported by Lord and Lady Palmerston, who had at all times forwarded his views, and he trusted to be honoured with their company at the opening of the works. He had also received the most able assistance from the chairman and other directors; and, as the worthy chairman had said, the accounts should be always open for inspection, and every information given to the shareholders. He was determined to carry out the undertaking in an honest and upright manner; and, if he did not, do so, let them point the finger of scorn at him; but if they found that he did act honestly, all he asked them for was their confidence and support. (Cheers.)

Mr. Archbald expressed his thanks for the very able explanation given by Mr. Lucas, and although he was a large shareholder, he should certainly increase his interest in the company.

The Chairman said, after the statement they had heard by the manager, he had little to add but to corroborate the information. The works were only about a mile and a quarter from the town of Northampton, which was easily accessible by rail, and he should be very glad if the shareholders would pay them a visit, and judge for themselves.

Mr. Hill testified to the admirable arrangement of the works, having very recently visited them.

The Chairman said, never was a company got up with so much care and assiduity by the managing director, who had laid out large sums of money, and contracted for immense works in anticipation, so that the success of the Duston Iron Ore Company would be achieved with a rapidity unparalled.

The proceedings then terminated with votes of thanks to Mr. Lucas, the chairman, and other directors of the company.

CUBERT UNITED SILVER-LEAD MINE.

A meeting of shareholders was held at the company's offices, 77, King William-street, on Thursday, Mr. James Ensor in the chair.

The minutes of the last general meeting, and of the special general meeting, having been read and confirmed, the Chairman read the following report:—

Nov. 1.—At Trebellan, the engine-shaft is down 2 fms. 1 ft. 9 in. below the 56 fm. level, which is the same depth as stated in my report of the 2d of September last; the lode in the bottom is 15 in. wide, the orey part in the north end is 5 ft. in length, worth at the rate of 8 cwts. of lead per fm. We should have been deeper by this time, but for want of suitable men: there are now, however, eight good miners there busily engaged fixing a lift, which will be completed by the end of this week: immediately after which we shall resume sinking with all possible speed, and we will endeavour, as far as we can, to make up for lost time, as I am fully alive to the importance of pushing this point with the utmost dispatch. The 56 fathom level north is now driven about 12 fathoms from the shaft; the lode in the last 3 fathoms has produced on the average about 7 cwts. of lead per fathom; the present end is worth about 4 cwts. per fm. The lode in this level appears to be best in the bottom, and, on the whole, shows a great improvement to what it did in the level above; the stopes in the back of this level are producing from 3 to 4 cwts. of lead per fm. The 46 north has for some time been poor; but as we have a regular lode, and driving into an extensive piece of whole ground, as well as towards the junction of this with Trebiskin lode, I consider it should be continued; the south end in this level is extended 13 fms. from Towsey's shaft. We have had here, for some considerable distance, a very promising lode, with quartz, prian, mundic, and spots of lead; this end is going towards the valley, as well as towards a very extensive range of old men's workings, therefore I think we have a good chance in this direction. The sump winze is sunk 2 fms. 4 ft. below the 56; the lode in the bottom is worth about 15 cwts. of lead per fathom: this shoot of ore, although it has hitherto proved short lineally, is very continuous in depth, and may possibly lead to very good results. The stopes in the back of the 56, south of sump-winze, are producing about ½ ton of lead per fathom; the stopes north of the sump-winze are worth from 3 to 4 cwts. per fm. At Trebiskin, the engine-shaft is down about 8½ fms. below the 55; we expect to complete this lift for a 65 fm. level in seven or eight weeks from this time; the lode in the present bottom of the shaft is about 15 inches wide, producing very good stones of ore, I should expect the next level, when extended under the range of the shallower levels, would throw considerable light on what we may expect in this part of the concern. The 55 is extended 35 fms. west of the shaft: the lode in the end is very much improved of late, now worth near ½ ton of lead per fathom, and the ground inexpensive for working. The stopes in the back of the 45 west are still working to a profit, now producing about 4 cwts. of lead per fm. The Trebellan lode in the 35, driving south from Trebiskin lode, is small, composed of spar, flookan, and mundic; as this lode has been small for some time I am rather doubtful whether it is the main part or not, but it will require only a short time more to prove it; if it should not be it may, and I think will, be advisable to suspend operations here until the 46, coming in this direction from Trebellan shaft, is further advanced, and which will be a good guide for us. The junction of these two lodes is, in my opinion, an important point to be developed. We were rather longer in getting the last parcel of ore than I anticipated, which arose from a sudden (but it has since proved to be temporary) failure of some of the places where we expected it from. I am glad to say that, judging from present appearances, we may expect to get on better with the next parcel. I have entered into calculations, as near as circumstances will admit, and I have reasonable hopes of getting ready for sale in three months from the date of the last sampling about 50 tons of good ore.—S. Richards.

The Chairman stated that he and Mr. Byron had visited the mines, and he was happy to say that they found everything conducted in the best possible manner; but, on consulting the agents, they were of opinion that a saving might be effected in the costs. The general aspects of the mine were extremely satisfactory. With regard to the saving in the cost, they observed, in the first place, that it might be materially diminished at the dressing-floors, where they found a captain of dressers, whose services might be dispensed with.

Mr. Bradley inquired what were the real opinions entertained by Capt. Richards with regard to the ultimate prospects of the undertaking?

The Chairman said that Capt. Richards's views were decidedly favourable, and that, although he (the chairman) did not wish it to be supposed that he was unjustifiably sanguine, he fully concurred with him that the Trebellan workings are going towards the old workings, which produced ore that had sold for 800*l.* per ton. It was now their duty to go into the financial affairs; and he would, therefore, read the accounts:—

Mine costs and merchants' bills, July	£442	8	0
Ditto, ditto, August	397	12	6
Ditto, ditto, Sept.	381	12	7
Cost of 643¼ tons of coals	531	5	5
Lord's dues on ore sold	45	18	2
Balance of interest and discount	7	10	10
Assessment on ores	2	5	10=£1808 13 4
Balance last account	668	19	3
Calls received	532	7	6
Ores sold	455	5	0=1656 11 9
Leaving balance against mine			£ 152 1 7
Liabilities:—Merchants' bills unpaid	£682	18	1
Lord's dues (as above)	45	11	2=£ 728 16 3
Assets:—Balance at bankers	81	9	8
Arrears of calls	92	0	0
Ore bills not due	455	5	0=628 14 8
Balance of liabilities over assets			£ 100 1 7

Mr. Turner observed, that in three months they had got rid of the whole of the balance in hand at the last meeting, and were now in debt; he, therefore, wished to know how it was that they stated the mine to be progressing more favourably?

The Chairman explained that a large item of the expenditure was for coals, which had been purchased on favourable terms, and would be sufficient to last until next April; and that there was now at surface, according to Captain Richards's report, 50 tons of ore, which two items would account for the present balance against the mine, the costs being larger, and the sales not so large. He hoped at the next meeting to be able to present to them a better account, as it was the opinion of all who had seen the mine that it would prove more profitable in depth.

Mr. Byron thought, on the whole, that the report was favourable.

It was then resolved that a call of 2s. per share be made.

The Chairman then proposed that the future committee be paid for attending the committee meetings, which were held once a week. He merely asked for enough to pay cab hire—say, 1*l.* 1s.; and when they considered that there were four committee-men, he did not think it unreasonable.

After some little discussion, it was unanimously resolved that 1*l.* 1s. be left at the disposal of the committee each time they meet; that Messrs. Ensor, Byron, Truscott, and Daniel Mocatta, be re-elected the committee; that Messrs. Godwin and Watson be re-elected auditors, and that 2*l.* 2s. be left at their disposal for performing the office.

Mr. Mocatta thanked the meeting on behalf of himself and his fellow-committee-men for the honour conferred on them by their re-election. The meeting then terminated by a vote of thanks to the chairman, which was duly acknowledged.

TAMAR MARIA MINING COMPANY.

A general meeting of proprietors was held at the offices, 19, Royal Exchange, on Monday, Mr. S. Weatherley in the chair.

The Secretary read the notice convening the meeting, and the minutes of the last, which were unanimously confirmed. The following report of the committee of management was next read:—

Oct. 30.—At the date of your last meeting, the adit level of your mine had been extended 70 fms., passing through two promising lodes. Since that period about 11 fms. have been driven, cutting No. 3 lode, which is reported to be 1 foot wide, inclining north 4 feet to a fathom, and is composed chiefly of capel; and the end of the level is now about 2 fms. short of the point where No. 4 lode should be met with. Although it has been represented to your committee that the lodes already exposed should be opened upon by levels on their course, right and left from the adit, they have not allowed any consideration to induce them to depart primarily from the plan of working recommended by Capt. James Richards and Capt. William Clemo (both of Devon Great Consols), who, in April 1855, strongly urged the opening and continuance of the adit level, to intersect and expose the whole of the lodes traversing the sett. Referring to these reports, it will be remembered that Capt. James Richards stated that the lode now known as No. 4 was opened at surface; that it was composed of capel, mundic, prian, and a splendid gossan; and that, looking generally to the geological features of the sett, and seeing that the run of the lodes was a continuance of Wheal Marquis and Wheal Thomas, belonging to Great Devon Consols, he firmly believed that the property, on development, would prove highly productive. This was confirmed by Capt. William Clemo, who reported thus: "It is evident that the south lodes of the Devon Great Consols traverse this sett. Taking into consideration the very favourable indications which these lodes present, the general good features of the ground, and the great productiveness of the adjoining mines, I have every reason to believe that similar good results will follow this undertaking." Upon these reports the mine was started, and the committee have, without the slightest deviation, followed out the recommendations contained therein; and they are enabled now to report that the adit level is extended upwards of 80 fathoms, and that as this level is driven into rising ground for its entire length, its depth from surface necessarily increases as the work proceeds, a fact of importance in securing a large quantity of backs. Having, therefore, arrived so closely to No. 4 lode, the committee thought it wise to have the ground re-dialled, by Mr. Jonathan Davey (an experienced surveyor, of Gunnis Lake), who reports, "that although from its underlay it is impossible to be quite accurate, such lode should be cut by about 2 fms. additional driving, and that its point of intersection will be almost 35 fms. from surface." On Friday last the committee received a full report of the mine, made at the instance of an independent shareholder, by Capt. T. Cocking, the agent at Latchley Consols, which was immediately forwarded to the *Mining Journal* for publication, as the most efficient means of conveying information to the shareholders generally. This report is especially gratifying, as corresponding in every important particular with the reports received by the committee from their own sources; and they (the committee) cannot but express their obligations both to the gentleman in question for furnishing the same, and to the proprietors of that Journal for its insertion. From the foregoing facts, and the present position of the work, it will be seen that almost any day may bring to hand the report of No. 4 lode lode being intersected; and they trust that in that case the result will be such as to realise the highest anticipations held out by the mining authorities referred to, and that then, by a course of energetic workings, the productiveness of the mine will be fully secured. The balance-sheet and vouchers are appended, showing a balance in favour of the mine of 298*l.* 3s. 5d., irrespective of the value of the shares in hand.

The subjoined statement of accounts, to the 30th October, was then submitted:—

Cash in hand	£157	5	1
Calls received	153	5	0
Call on the conversion of 43 additional shares..	5	7	6=£315 17 7
Working cost	£91	16	2
Secretary and office expenses	16	0	0
Sundries	1	8	0=109 4 2
Balance in hand			£206 13 5

The account of estimated assets and liabilities exhibited a balance in favour of mine of 298*l.*, in addition to the value of 1690 shares in hand.

The Chairman observed that the expenses did not appear to be very great.

Mr. Balcombe said they were only about 40*l.* a month, as they were determined to do nothing but drive the adit, their object being to incur no further expense until they had tested the No. 4 lode, according to the advice originally given to the committee, and upon which the mine was taken up.

Mr. Spratley thought the committee had acted very wisely in the course they had pursued, and deserved great praise for steadily persevering in driving the adit, as recommended by Capt. James Richards, of the Devon Great Consols.

The Chairman said, although the expenditure had been small, a considerable amount of work had been done, through keeping to one thing, instead of pottering about the surface before they had thoroughly proved the lode.

Mr. Spratley wished to know what distance they had to drive before they expected to meet the No. 4 lode?—Mr. Balcombe said the best answer he could give to the question would be to read the report of Mr. Jonathan Davey, of Gunnis Lake, who had recently inspected the Tamar Maria Mine. The following report was then read:—

Gunnis Lake, Oct. 28.—I have just inspected the above mine and works. On measuring the adit level, driven on a cross-course south into a hill of great acclivity, I found the total length driven 77 fms. 1 ft.; the depth over the present end exceeds 30 fms.; the continuation of this level in the same direction has the advantage of an increased depth of 2 feet in 6 feet, until it reaches the productive lode (now wrought on) at Latchley Consols. Since my inspection of this adit level, in July last, 12 fms. have been driven; and on reverting to my report of that period, it is there stated that the said lode of Latchley Consols should have been reached about this point, and there are now strong indications that the approach is near, there being constant streams of water issuing from fissures in the ground on the east side of the cross-course, and near to the present end: no correct calculation, for the space of a few fathoms, can be made where the level may intersect the said lode, in consequence of the lode changing its underlay less north, in depth, an instance of which is evidenced at the engine-shaft now sinking on the course of the said lode, at Latchley Consols; however, it may be fairly calculated that in less than 10 fms. more driving on the cross-course, this lode will be reached; and from the congenial strata on the east side of the cross-course, and from the flow of water proceeding therefrom, I anticipate the discovery of a good lode, productive of copper ore. I cannot recommend any other plan of pursuit than to continue the driving on the course of the cross-course until this object is reached; but when this is accomplished, I recommend that a whim-shaft be immediately sunk from the surface, to communicate with the adit level, in order to well ventilate the workings, and enable a vigorous pursuit to be made east and west on the course of the lode, and the cross-cut to be extended south to the several other lodes of Latchley Consols, and adjacent mines. In making reference to the Tamar Maria sett, I beg to state that I consider it a mine of great promise, and its position enviable, being immediately annexed to Latchley Consols (which made a preliminary sampling of 10 tons of good copper ore yesterday), and having all the lodes of this mine direct through the sett; at the west it adjoins Wheal Binney, the southern part of which is unexplored, and in which unexplored ground there are, no doubt, productive lodes to be discovered, the direction of which, east, is through the southern part of Tamar Maria sett. I think, from the pursuit of the works, as recommended, the further development of the lodes in Latchley Consols, and the anticipated discoveries in Wheal Binney, ere six months have elapsed, that Tamar Maria Mine will be held high in estimation as a desirable investment.

The reports and accounts were then unanimously adopted.

Mr. Spratley wished to know what the committee intended to do with those shares still unconverted? If he remembered right, the committee had a limited time to dispose of them.—Mr. Balcombe said there was a small number of shares still out unconverted; and at a meeting in April last they were declared forfeited. This resolution was confirmed on the 5th of May, and the committee requested to sell them by auction; but hitherto they had refrained, being desirous to give the holders every indulgence. He (Mr. Balcombe) considered the time had arrived when they ought to be sold, and the produce, less the call, held in trust, and for that purpose the committee would now ask power to dispose of them by public auction, without further delay.

The following resolution was then proposed, seconded, and carried unanimously:—

"That considering the satisfactory position of this mine, and that every reasonable indulgence has been given to the persons holding such original scrip certificates to comply with the resolutions before referred to, it is expedient that the order for sale, made on the 5th May last, be carried out forthwith, and the committee of management are hereby requested to have such shares sold by auction within 14 days of the date hereof, with power, however, to them to allow the conversion of all or part of such shares prior to the sale, on payment of the call and expenses."

Mr. Balcombe said the next business would be the appointment of a new captain, as Capt. E. James, being about to join his brothers in Australia, had resigned, and wished to leave in a few days. He had received a host of applications, and out of them the committee had selected two as the most suitable.—After a lengthened discussion, Mr. Joseph Hodge was unanimously elected, and the arrangement as to salary left with the committee. Capt. James's report was then read, as follows:—

Oct. 28.—The adit level is now extended 80 fms. 5 ft. 8 in. through a beautiful channel of mineralised killas, by which we intersected No. 2 lode on the 4th of October last, which at that depth looked a promising lode; but as No. 4 lode is our principal object, the adit level is still being continued, in order to reach it as quickly as possible, which, according to our dialling, we are daily expecting to do. Taking into consideration the very favourable indications which this lode presents, the general good features of the ground, and the great productiveness of the adjoining mines, I have every reason to believe that similar good results will follow this undertaking.

Mr. Balcombe said the committee had received an offer to take up the whole of the 1690 shares referred to in the balance-sheet as being in the hands of the committee, and brought forward in the accounts from time to time. The proposal was to take them at 5s. each. At the meeting in February last, it was generally understood on the part of the executive that they should not be issued until par could be obtained (12s. 6d.). By accepting this offer, they would be put in possession of about 500*l.*; but they were not in want of money, and he, as a shareholder, should strongly object to upwards of 1600 shares being disposed of at 60 per cent. discount. He thought it would be unfair to allot those shares, seeing the present holders had borne the brunt, and were now shortly expecting to reap the advantages of their outlay. At Latchley Consols, they sampled on Saturday last 10 tons of rich ore, from the lode cut at 20 fms. The Tamar Maria were now within 2 fms. of that lode in the 35—thus ensuring much greater chance of success.

The Chairman did not think it would be prudent to dispose of them upon the terms proposed.—Mr. Oliver said they had money in hand sufficient to carry on the mine until they had proved the lode, and considered it would be very improper to allot them at the present time. Many might be very glad, at a few months hence, to take them up at par.—Mr. Temple remarked, why not distribute the shares *pro rata* to the present holders at the price?—Mr. Whitehead said he should be very glad to take up his proportion, even at a higher price, seeing that the proceeds would go to develope the mine.—The following resolution was then unanimously passed:—

"That all power at present vested in the committee of management, to sell or otherwise dispose of the 1690 unappropriated shares at par (12s. 6d.), and referred to in the balance-sheet, be withdrawn, and that the next general meeting be made special, to consider the propriety of cancelling such unissued shares."

The committee of management were re-elected, and the proceedings terminated with a vote of thanks to the chairman.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.

The annual general meeting of shareholders was held at the Freemason's Tavern, Great Queen-street, Lincoln's Inn-fields, on Tuesday,

Mr. G. E. Cottrell in the chair.

The Chairman said that they had met pursuant to the Deed of Settlement. The report which had been issued was not so copious as those which had hitherto been put forward. The shareholders had met Sir Henry Huntley in July last; from him they had received an exposition of the company's affairs in California. From other sources, quite independent of Sir H. Huntley, they had heard of the value of the property in Brown's Valley, and he had no doubt but that a favourable result would be arrived at. A small sum was only now required adequately to develope the work and afford a practical solution; he therefore trusted the shareholders would not withhold this, but would take the remaining shares among them, so that the requisite capital for bringing the undertaking to a prosperous issue would be obtained. He, therefore, should conclude with moving the adoption of the report.

Mr. Mews said that, prior to the report being adopted, he wished to ask a few questions. The directors had stated that they had obtained information from California quite independent of Sir H. Huntley; had they any objection to state from whence this was derived? The charges were likewise most exorbitant. He knew perfectly well that the directors were interested as well as officials, and so long as they could keep on a property they would do so. Why, if the prospects were so good, did not the directors themselves subscribe for the unissued shares? He remembered calling at the office, and the secretary, Mr. Goodman, had told him that all the shares were allotted, and no more could be obtained. How was it, then, that they now wanted to issue these shares? Had the directors reserved them for special purposes? These were things which should be enquired into.

The Chairman stated the secretary was perfectly correct in stating that these shares were allotted. They had a number of applications, and although they had exercised the greatest care, they could not prevent some of them getting into the hands of the "stags;" these people, it was well known, never took up shares unless they could make a profit of them: the consequence was, that a number were left on their hands, and which they now proposed to issue. It was not to be supposed that in the present state of the gold mining share market individuals would be found to take shares at par, when they could go into the market and purchase them at 5s. each. As far as regarded the directors, he could say that there was no servant or any *employé* of the company who was in any way connected with the directors, or that they had any personal knowledge of before they joined the association.

Mr. Mackenzie observed that he considered the observations of the honourable proprietor irrelevant. They had no doubt a good property in California. He was a practical chemist; some of the quartz from Brown's Valley he had himself assayed, and found it return about 18 ozs. to the ton of gold. He would not, however, state that this was the average; gold quartz samples were very various, and it was not in all cases that the gold would be found equally diffused through the mass. When the motion that Mr. Phillips should inspect the mines was mooted, he had objected to it, as that gentleman was an assayist, and his report of mining operations must naturally be received with reservation.

Mr. Williamson observed that he considered the appointment of Mr. Phillips unnecessary, and at the meeting, in July, he had perfectly coincided with the views of Mr. Mackenzie. The directors had done all they could for the benefit of the shareholders, and he hoped that their merits would be duly appreciated.

The Chairman observed that the meeting was somewhat irregular. The report had been issued to the shareholders; it was in the hands of the whole of them; he had moved the adoption, the secretary could read it to them, or it might be considered as read.—The report, an abstract of which appeared in our last Journal, was then unanimously carried.

Mr. R. Barker enquired whether this took the accounts with it?—The Chairman stated the accounts were already passed by the auditors, and it was legally a matter of little difference whether the shareholders accepted the accounts or not.

A Shareholder remarked that the board had stated that they had sent out stringent instructions to Sir Henry Huntley; he had previously infringed them; how did they know he would not do so in the present instance?

The Chairman observed that he was perfectly aware on some occasions Sir Henry Huntley had exceeded his instructions, and he had hoped that at the meeting in July this question would have been put to him; the shareholders then appeared to be satisfied with his proceedings, and consequently he had made no remarks.

Mr. Combe stated, that as they had received no advices from Sir Henry Huntley, and it was probable that until after the new year no further information of a satisfactory nature could be received, it would be better the meeting should be adjourned until the 31st of January.

Mr. Massey Dawson observed, that although he had no objection to the adjournment of the meeting, yet according to the Deed of Settlement it was requisite that directors and auditors should be elected.

Messrs. Hinks and Parker, the retiring directors, were then re-elected, Messrs. Bigood and Page appointed auditors, and after some discussion the meeting was adjourned to the 1st of March next, by which time it was anticipated that definite information as to the workings would have been received from Sir Henry Huntley.

LIBERTY MINING COMPANY.

The ordinary half-yearly meeting of shareholders was held at the London Tavern, Bishopsgate-street, on Thursday.—Mr. R. A. Riddell in the chair.

Mr. Rood, the secretary, read the notice convening the meeting, and the report, an abstract of which appeared in this Journal of 28th Oct. The statement of accounts showed the outstanding debts and liabilities of the company on the 30th of September to amount to 955*l.* 18s. 1d.

The Chairman said, in rising to move the adoption of the report, it was with no little satisfaction he announced the presence of Mr. Thomas Crosse, the managing director in Virginia, who had come over to explain the position and prospects of the mine, and answer any questions that might be put to him. In introducing Mr. Crosse, it was only just to say that he had known him for many years, and he did not believe a man of greater honour and integrity was in existence. Mr. Crosse had volunteered his services to the directors at a time when it was most essential they should have a person upon whom they could place the most implicit confidence, and although he was only an amateur miner, he was a good geologist and mechanist, and having resided two years and a half on the mines, could give as good an explanation as any Cornish miner. He (the chairman) mentioned the circumstances in order that they might attach that weight to Mr. Crosse's statements they deserved. They were aware he had spent six or seven weeks on the property, and he never saw a man of greater zeal and energy, and was of opinion the shareholders ought to congratulate themselves upon having such an excellent managing director. They had been, up to the present time, occupied in driving levels and cross-cuts; therefore the mine could not be said to be fully opened. Hitherto, the ore had only been brought up one shaft, which caused them to work to great disadvantage, as they were compelled to bring up the slate with the ore, which, being crushed together, had yielded 7s. 6d. per ton, and sometimes only 4s. 2d. But when another shaft was opened, they would obtain three times that amount, as the slate could be left in the levels; and, with the 60 stamps, perhaps by this time in operation, they would be able to make a profit of 6000*l.* per annum. He would ask them to put any question, fearlessly, to Mr. Crosse, feeling satisfied they would receive a straightforward answer. Most of the shareholders had seen the bar of gold in the office, which had been disposed of at 80s. 6d. per ounce. He had a particular affection for that bar, because he saw the ore taken out, crushed, the amalgam strained, the metal cast before his own eyes, and he, in bringing it home, had looked at it as a trophy. As he had before stated, it fetched 80s. 6d. per ounce, which was more than Australian gold; indeed, he believed no mine in the world produced such fine gold, and, therefore, hoped they would be induced to come forward and aid the company in their present difficulties. The total amount of their liabilities was 955*l.* 18s. 1d., and out of that sum Mr. Crosse wished to return, on the 15th of this month, with 350*l.*; and that gentleman hoped by January next, the mines would prove remunerative.

Mr. Burls cautioned the meeting, that if they passed the report and accounts they would be taking upon themselves a very serious responsibility. He wished to call their attention before they voted to the fact that the liabilities amounted to 955*l.*, and out of that sum a large portion was for borrowed money, which, he contended, the directors had no power to raise. If no scheme should be carried for raising further funds, by adopting this report they would give the chairman more security for his claim than he now had.

The Chairman said that the money advanced had been sanctioned by two former meetings.

A lengthened discussion ensued, which terminated in agreeing to adjourn the consideration of passing the report until the business of the special meeting was concluded. The meeting was then made special, in accordance with the notice convening the same, for the purpose of considering the best means of raising additional capital.

The Chairman said, the directors had been in some doubt as to the best means of raising money, and requested the attendance at the office of those gentlemen whose addresses they knew; and the result of that meeting was drawing up two proposals—the first to issue 40,000 new shares, at 2s. 6d. each, and the second, inviting shareholders and others to come forward and lend sums of not less than 50*l.*, upon mort-

ings. The question for the shareholders now to consider was, the best course to be adopted. He (the chairman) was in favour of the issuing of new shares, as it would give the present holders an opportunity of mixing them. Mr. Hadow had suggested a resolution, which he should submit for the consideration of the meeting.

Mr. Brass suggested that the 2s. 6d. should be divided into two payments, 1s. 6d. forthwith, and 1s. about February next. Several shareholders were of the same opinion, when the following resolution was submitted:—

That 40,000 additional shares should be issued at 2s. 6d. per share, the whole, or 1s. 6d. per share, to be paid forthwith, and the remainder on or before the 20th Feb. next. Shareholders subscribing before the 20th Nov., to have the option of taking as many more shares as they may apply for before Feb. 20, but not less than 100 to be applied for at one time; or shareholders subscribing 50*l*., and upwards, to have the alternative of a charge, by way of mortgage, on the mines, with the option of exchanging such security for shares at par, before the expiration of three years, and in the meantime to bear interest at 5 per cent. per annum.

Mr. Hadow said, both plans ought to be left open, giving the shareholders either the option of taking up the shares, or advancing money on debentures.

The Chairman replied, that two lists should be made out, to enable parties to choose the way they were willing to advance the money. The resolution was then unanimously passed, and upwards of 8000 of the new shares subscribed for in the room.

Mr. Leman wished to know, in the event of the sum subscribed being insufficient, if the money would be returned?—Mr. Freeman said certainly, it would.

The following resolution was then proposed, seconded, and carried unanimously:—

That no subscription to be called for unless 3000*l*. shall be subscribed by either or both methods.

Dr. Kennedy said, a competent person should be sent out to inspect the mine, before any additional capital was spent. If the money was raised, and lodged in the bank, there would be no fear of losing the mines.

The Chairman and Mr. Crosse both said they were willing that such a course should be adopted.

Mr. Wathen did not think any good would result from such a course, and the expense must not be paid out of the additional capital they were raising.

Mr. Crosse said he was willing to subscribe 50*l*. towards the expense of sending out a person. Mr. Brooman, Mr. Freeman, and Mr. Holgate each put down their names for 25*l*. for the same purpose.

The following resolution was then unanimously passed:—

That a competent person, nominated by the shareholders, be sent out to examine the mines and report thereon: the expenses of such person to be paid by independent contributions of the shareholders.

The Chairman said, the proceedings of the special meeting having concluded, he would now submit the adoption of the report and accounts. The resolution was seconded, and carried unanimously. Capt. William Frederick Hamilton and Mr. T. N. Crosse were re-elected directors, and Mr. John Godfellow, with the addition of Mr. C. Burls, auditors. A vote of thanks to the chairman terminated the proceedings.

SORTRIDGE AND BEDFORD MINES—TAVISTOCK.

Sortridge and Bedford Mines, although introduced to the public for the first time this week by such a name, are not merely a new undertaking brought forward to attract public notice. A company has been working the property for the past two years, under the name of East Wheal Bedford. Machinery of ample power has been erected, at a considerable cost, and according to the reports of many agents, rich deposits of ore have already been laid open in the lodes worked upon, to the depth of 30 fathoms. Water-power having been secured under lease, the mines may be worked, for the future, at a comparatively small cost. A short time since, the adjacent property eastward, so well known to the public as Sortridge Consols, was put to work; and on an outlay of 1s. per share, the lode being worked upon has yielded an enormous return of copper ore. Shares in this latter undertaking have realised the high price of a range of from 4*l*. to 5*l*. per share. Indisputable proofs exist that this great copper lode traverses the entire length of Sortridge and Bedford sett—one of the most extensive in the Sortridge district. About 5000*l*. have already been expended by the company in the erection of machinery, and work done; and sales of ore have been made, realising a high standard. Arrangements have been made for working this property, by a large and influential proprietary, with additional spirit; and in connection with the profitable returns of the tin lode, operations judiciously carried out on the great copper lode must assuredly lead to an approximate, if not equally beneficial, result to that which has been obtained upon this lode at a very short distance eastward. Without any existing debts, there is a large balance of cash for future operations at the bankers of the company.

The following are reports upon the property:—

Sortridge and Bedford, Oct 23.—This sett is situated in the parish of Whitchurch, Devon, held under grant from William Courtenay, Esq., at 1-15th dues; is sufficiently extensive for full and effectual working, and possesses an excellent stream of water, adapted for pumping, hauling, and dressing purposes. The chief operations have been confined on a tin lode, to prove which an engine-shaft has been sunk perpendicularly 20 fms., and cross-cuts driven at the 10 and 20 fm. levels, in which the lode has been intersected, or at least in the 10 fm. level, and from the driving on which several tons of tin have been sold, and there is now at surface a pile of good work for tin, undressed. From the fact, however, of the water being in the mine, we could not go underground; but it appears very probable that in the 20 the main lode has not been intersected, and, consequently, this part of the mine cannot be considered as having had a sufficient trial. Our attention was directed to a lode cut in bringing up a lobby to the wheel-pit, which is about 3 feet wide, composed of peach, capel, mundic, and some spots of ore. To the north of the engine-shaft, and near an elvan course, there are numerous shode stones of gossan, capel, and other promising indications, showing a lode to be passing near; and taking a view of the Sortridge Consols and West Sortridge Mines, and the cross-courses which intervene between Sortridge and Bedford and these mines, there is a probability—and, in fact, a certainty—that the Sortridge Consols lode must pass through this sett. About 50 fms. south of the tin lode, an adit level has been driven on a north and south lode, or cross-course; and from a pile of stuff brought out on the burrow, a lode appears to have been intersected, composed of capel, spar, spotted with mundic, but not possessing very congenial features. On the high ground, two lodes have been opened on by costeaning, which are of a fair size, from 2 to 3 feet wide—one underlaying north, the other south, both being composed of gossan, iron, and capel; but nothing like a trial has been made thereon. There is an excellent water-wheel, rods, pitwork, &c., with all the necessary buildings requisite for carrying out the operations of the mine; and the funds required will be for the pushing on the various underground and necessary operations. Taking a general view of the sett, and its immediate contiguity to Virtuous Lady, West Sortridge, Sortridge Consols, and the Wheal Franco Mines, and from a nice-looking elvan course traversing it for a great distance, and which is deemed favourable for deposits of tin and copper ores, it must be considered as offering a fair inducement for speculation. The tin lode cannot be considered as having had anything like a proper trial, and it would be very advisable to commence a judicious system of shoding or costeaning, to cut the Sortridge and other lodes.—James Phillips, of Bedford United Mines; Henry Horswill, of Gawton United Mines.

P.S.—If you intend taking an interest on account of Sortridge Consols lode passing therein, you need be under no apprehension whatever, as it must pass through the heart of this sett; and, independent of this, the concern is a very fair and legitimate speculation.

Sortridge Consols, Oct. 30.—In acceding to your request, I have, with the assistance of Capt. Treweeke, carefully and very minutely looked over Sortridge and Bedford Mine. I first had a surface view of the machinery, and backs of lodes, on which I should recommend a fair trial. On the top of the hill, or common, I was a little surprised to see so much gossan, &c., on the surface. I saw a lode about 2½ or 3 feet wide, composed of gossan, quartz, capel, iron, mundic, and ore, some stones in which exactly correspond to Sortridge Consols ore. In going over the backs of this lode, I found it to be running about 10 degrees south of east, which is about the bearing of our productive mines or lodes in this locality. I should strongly recommend you to open on the backs further east, where there is a cross-course running north and south in a very congenial stratum for mineral; then, in my candid opinion, you would lay open such a back, that ere long will produce something remunerative to the proprietors.—James Metherell, Agent of Sortridge Consols.

Sortridge and Bedford, Oct. 26.—Having inspected the Sortridge and Bedford sett, and by way of discriminating one lode from the other, I will call the south lode No. 1, which bears a south underlay, and is composed of flookan, spar, peach, and ore, in a congenial stratum. The next, or No. 2 lode, is a north underlay, 50 fms. south of the tin lode, and composed of peach, mundic, and spots of copper ore; this lode could be operated on by cross-cuts from the tin lode, which I should recommend at a depth of (say) 30 fms., which will be 10 fms. deeper than the present working on the No. 3, or tin lode (I should remark, before proceeding further, that in the eastern part of the sett there are two lodes, forming a junction about 50 fms. west of the present engine-shaft, which I consider a very important feature); this is also a north underlay of about 3½ ft. in a fathom. The engine-shaft is sunk to a depth of 20 fms., and the lode intersected in the 10 and 20 fm. levels, from which places there have been good quantities of tin raised, a pile of which is now on the floors, which is looking very good. There is a new 36-feet wheel, with an ample supply of water, used for pumping, and I should say is also powerful enough to draw and stamp all the tin for a long period; and, considering these advantages and prospects, I should say it is a very worthy speculation, likely to be a remunerative one, being so close to the granite elvan course, which has been remarkable for accompanying productive lodes. Proceeding westward, I observed two splendid cross-courses, one of which has been wrought on, and produced some stones of silver-lead ore: between these two cross-courses there appears to be a distance of about 400 fms. of untried ground, with the exception of two or three pits on two lodes, the one underlying north and the other south, which may be known as No. 4 and 5 lodes. These two lodes are likely to form a junction at about 60 fms. deep; the north, or south underlay lode is a strong looking lode, about 3½ or 4 feet wide, composed of gossan, capel, quartz, iron, mundic, and spots of copper ore. This part of the sett I particularly call your attention to, and advise a trial on these two lodes, and to costean on this part of the sett, to ascertain whether there are any new lodes or not. From its being such an extensive and highly-mineralised piece of ground, it is well worthy of prosecution; and, if the operations are spiritedly carried out, there is every reason to expect profitable results.—John Payon—agent of West Sortridge.

Report of the present agent:—

Oct. 26.—"In bringing up the lobby to the engine-wheel, there was discovered a copper lode (No. 1), underlying south, about 4 feet big, composed of spar, capel, and copper ore; No. 2, 10 fms. further north. There is another lode underlying north, which is composed of peach, spar, mundic, and good spots of copper ore. No. 3 is another lode, 2 ft. big, underlying north, composed of gossan, spar, and mundic. No. 4 is the tin lode, which has been worked to the depth of 20 fms.; it will produce at the present time about 2⅛ to 3 cwts. of tin per fathom. No. 5 is a copper lode, about 2½ ft. wide, underlying north, composed of peach, mundic, and spar. About 40 fms. north from this lode there is another splendid looking lode (No. 6), underlying south, which is about 3 feet big, composed of gossan, spar, mundic, and copper ore. These lodes—Nos. 5 and 6, can be traced on their backs for upwards of 600 fms. in length. I should recommend that a shaft be sunk on No. 6, or Sortridge lode, to the depth of 10 or 12 fathoms, and then drive on its course east and west, as this could be done without the aid of machinery, and would prove the lode.—T. Trewerke."

Extracts from former agent's reports:—

"As you are now in possession of a correct plan of this mine, the surface and section carefully surveyed and laid down, I need merely confine myself to remarks relative to the principal tin lode worked on, and the probability of its productive results on further development. An engine-shaft has been placed to intersect the lode at or about 40 fathoms deep, 20 fathoms of which are sunk, and preparations are making to drive a cross-cut to the lode at that depth; I think 7 fms. driving will accomplish the object. A cross-cut was driven south at the 10 fathom to the lode; after its intersection the lode was driven on 20 fathoms east of shaft, its average width is 2½ ft. The quantity of tin sold from the level was 2½ tons; the greatest part of it was broken from 7 fathoms east of shaft to the present end, a space of 13 fathoms, averaging a value of 9*l*. 12s. 3d. per fm., the price for driving from 4*l*. to 4*l*. 10s. per fm.; therefore, presuming the lode from the 10 to the 20 to be equal in value, the same distance, and the backs would be 130 fathoms, allowing the level to pay its cost for the 20 fms. driving at the 20, the 130 fathoms to be broken and sent to surface for 50s. per fm., at the present price for tin, and even calculated 56*l*. per ton, the produce would be 1375*l*., admitting the cost of breaking and cleaning to amount to 400*l*., equal to about 5s. 10d. in the 1*l*. [From the price of ore at the present time, this estimate may be increased one-third.] To confine the operations to this particular point, of course, would not be prudent, with so many other interesting points, but, from such prospects, it would be very consistent to continue sinking the shaft to the 30, and extend the levels west, as well as east on the lode, as the western ground rises fast and sudden, which would give good backs at the 10 fathom level, whereby it is likely to add considerably to the quantity. A pitch can be set in the back of the 10 fathom level, and the ore made marketable at 10s. in 1*l*. The present end east, at the 10 fm. level, will produce the value in tin to pay for driving, but as the south part of the lode diverges south going east, it can be commanded from the back of the 20 fathom level to much better advantage, as there is no doubt of the both parts uniting before they arrive at that depth; therefore, by getting a winze to let down the water, and communicate both the levels, which can be effected at the intersection of the lode where the intersection takes place in the 20, you will then be in a position, to all appearances, to raise a sufficient quantity of ore to reimburse you amply for every outlay; probably it will cost you 100*l*. to drive the cross-cut, pay for coal, &c.; however, I cannot speak positively what may be the whole expense that may be incurred, before I know the scale of future operations: presuming this work to take two months, if you sink the shaft under the 20 at the same time—say, 40*l*. per month added, including materials, &c.—three months, to get at the 30, cutting plats, cross-cut at 30, time to effect it, with a few materials—say, 100*l*. more—you are then in a position to make the mine a paying one, judging from past returns and present prospects. A little machinery for stamping, &c., will be required, and if water-power is obtained, there will be a great saving in working."

"I went underground, and find there is a shaft sunk perpendicularly, about 12 fms. deep under the surface (since sunk 10 fms. deeper), and a cross-cut driven south 10 or 11 fms., where the lode was taken, and driven on east 16 fms. It appears the last 8 fms. the lode has produced tin, altogether about 4 tons. I think there is every chance of having a good quantity of tin from the 20 to the 10, when the shaft is deeper; and as it has been seen several fathoms in length in the 10, and the old works a little east of the present end, there is no doubt of a good thing, and one that will be of credit to those engaged. There is a stamping-mill already attached, with the necessary dressing-floors, good account-house, material-house, smith's shop, and a large burning-house; it is a property on a mine, and enough to carry it out extensively and respectably; and I think it is only capital required speedily to get the mine into a profitable state. Looking at the thing impartially, I believe it to be well worth your notice, or of any other gentleman that may embark a small capital; that, as I have stated before, is all that may be required. You cannot go to a small concern, and see the machinery, buildings, and prospects but rarely equal to this.

"This sett comprises the whole of the common, about four miles from Tavistock, and is two miles in length from east to west, and one mile in breadth from north to south; is bounded on the south-east by the River Walkham, and on the west by the River Tavy; from each of these rivers a large supply of water can be obtained for pumping water and pulverising the ore. On the western extremity of the sett a copper lode has been discovered, supposed to be one of the William and Mary lodes, which evidently runs through this sett; the lode is small, but copper of a very rich quality has been broken on it, and we may reasonably expect that the main lode is not many fathoms to the north. [This main lode spoken of is unquestionably the Sortridge Consols lode, underlying south.] On the south-eastern part a tin lode is opened upon, and some excellent tinstuff of a rich quality has been broken; an adit level is being cleared out, which will take this lode about 50 fms. deep; this level is reported to be driven 80 fms. north, and is cleared upwards of 50 fms.; is driven on a north and south lode, 4 ft. wide on an average, composed of flookan, spar, prian, and spots of lead. To cut the tin lode, I expect, after the level is cleared, will take from 20 fms. to 25 fms. to drive, in ground at from 50s. to 60s. per fm.; and from the appearance of the lode at the surface, and the well-known fact that it has been of a most productive character in mines to the east, worked by ancient and modern miners, no doubt remains on my mind but when this is effected a very productive lode will be shown, with many years' work above the level of the river. Looking at the locality, and the many favourable mineral indications contained in this piece of ground, I give it as my candid opinion that a more productive piece of ground is not in the country, and that a small outlay will develope its worth. The Wheal Poldice, to the east of this sett, has been worked within the last 14 or 15 years, longer than the memory of man, and evidently produced a considerable quantity of tin, the ground being stoped off clean, and all stamped. The celebrated Virtuous Lady, and Wheal Bedford lodes, also pass through West Downs."

"From the present appearance of the tin lode, it is very promising, and well worthy of a fair trial; this I state according to my judgment, conscientiously. At surface, east of shaft, they have worked away a large portion of the lode, from which it appears they have taken up several tons of tin; and I also find two or three loads of good tin ore work on the floors.

"About 80 fms. west of shaft there is a good account-house, storehouse, smith's shop, and burning-house. There is also driven, on a south copper lode, 8 or 10 fms. at the present end, a lode showing about 3 feet wide; in driving 50 fathoms on this lode, there will leave a back of 30 fathoms, or more, running east and west. Lode within sett, three-quarters of a mile.

"The north or great copper lode (which, by appearance at surface, is half a mile distance from the south copper lode), by pits sunk on the back, showing a lode 10 ft. wide, with gossan, sugar-spar, iron, with beautiful stones of black ore. This lode is running east and west direct through the sett, showing a great rise of ground—I may venture to say 50 fathoms of backs. I can truly say, a better speculation there cannot be. If you ever have any connection with the mine, I should feel extremely desirous of obtaining a few shares, as it will probably prove a rich mine."

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—Field's engine-shaft is sunk to the 130 fm. level, at which point we are opening a plat. The lode in the 123, east of this shaft, is worth for copper ore 100*l*. per fm.; the lode in No. 1 winze, sinking under this level, east of this shaft, is worth for copper ore 150*l*. per fm.; the south lode in this level, east of this shaft, is worth for copper ore 20*l*. per fm. This lode in No. 2 winze, sinking under the 110, east of this shaft, is worth for copper ore 20*l*. per fm. The lode in the 80 fm. level, east of the flookan, is just as last reported, containing some good stones of copper ore. All the other parts of the mine are just the same as for some months past.—M. White: Oct. 30.

ALTARNUN CONSOLS.—Since last report, there is scarcely any alteration in the lode at the east end in the 20 fm. level. The lode in the west end is about 2 ft. wide, producing some very good stones of tin. We have dug the foundation for the burning-house, and shall shortly commence building.—R. Reynolds: Nov. 1.

ANGARRACK CONSOLS.—Since I last reported there is an improvement in the end driving east of Mellinoweth shaft; the lode is 10 in. wide, with blende, mundic, and yellow copper ore. Charles's shaft is not progressing so fast as I anticipated, in consequence of the ground being harder than it has hitherto been.—T. Blamey.

BALLESWIDDEN UNITED.—The stopes in the back of the 45, east of flat-rod shaft, is much better for tin; the stopes in the bottom of this level have also improved for tin; since last week the ground on this lode has a very good appearance for making tin going down in the bottom of this level, for 30 fms. in length, at flat-rod shaft. We have cleared the level in the 40 going east to the winze in the bottom of this level, and this day we have forked the water 4 fms. How deep the winze is we cannot say—report says 6 fms.; we hope to-morrow to see the bottom of this work. We have found all the working tools, as was reported, and we hope to find the bottom the same, which I have no doubt we shall. In the winze which is sinking from the 30 to the 40 the lode is larger than last reported, and the tinstuff fully as good. In the 20, going east from this shaft, we have come to a cross lode, but we cannot say as yet what this will do; we can see a large lode before us, which I think, from the appearance of it, will well pay to work; we cannot get at it as yet to break it, to prove its value. At Daw's shaft we have put three more men to work, and I hope soon to increase them again. The ground going down in this bottom is still looking well, and also the end of ground going east; this is all in whole ground, which I think will be found to do well.—Henry Mitchell: Nov. 1.

BEDFORD UNITED.—In the 115 fathom level east the lode is 5 ft. wide, worth 11 tons of good ore per fm. Paull's stopes, in the back of this level, are worth 4 tons per fm., and Jeffery's 8 tons. In the 103 fm. level east the lode is 2 ft. wide, yielding saving work. Eva's winze, in this level, is worth 7 tons of ore per fm. Jackson's stopes, in this level, are worth 4 tons per fm., and Manuel's 6 tons. No alteration in any other part of the mine worth mentioning.—J. Phillips: Nov. 1.

BIRCH ALLER.—The ground at Pye's shaft is better for sinking than it was last week, and the lode is varying in size from 2 ft. to 2½ ft. wide, of a beautiful soft white barytes, mundic, and small cubes of lead intermixed. The stratum around the lode is a soft light killas: although the lode will not pay for saving, yet I consider it to be a very promising one indeed. The lode in the 40 fm. level, south of ditto, is showing a beautiful appearance, it being composed of lead, barytes, and mundic, and which is turning out work that will pay for dressing very well; this end has opened a good piece of orey ground, which, as soon as there is a winze put through from the 30 will be worked away on tribute, and I think the end is warranting a still greater improvement. In the winze going below this level, to the north of Pye's shaft, there is a branch of ore turning out good leady work, and I see but very little change here, and in the pitch above, since I wrote to you last. The 30 fm. level, south of ditto, has made a little improvement since my last report; there is more soft barytes getting in it, and I broke some good stones of lead from this end this morning, but the lode will not yet pay for saving, although looking kindly. We have drawn to surface a large pile of stuff, some of which is fine work for lead, and the dressing pare are working very well, which I hope shortly to increase. The mine throughout has made a good improvement lately, and as soon as Pye's shaft is down to the 52, and the level extended north and south of it, I think that it will throw open some good orey ground. The engine, flat-rods, &c., with the other machinery on the mine, are working much as usual.—George R. Odgers: Oct. 30.

BOLENOWE.—The lode in the 50 fm. level east is 3½ ft. wide. In the winze sinking under the 40 fm. level the lode is 3 ft. wide; each composed of iron and mundic.

BORINGDON CONSOLS.—In the 12 east we have cut ground for the air-machine, and I have put the men to stope in the back of the 12 west, until the rise from the 24 is holed, when we shall have sufficient air-pipes, without having occasion to purchase more. In the 12 west we have suspended cross-cutting south, and have resumed driving the end. The stopes in this level are promising good work. In the 24 west the rise is up about 7 fms., in a good lode; I hope to get this rise holed to the 20 in the course of next week, when we shall be enabled to resume driving the end, as well as stoping the backs. In the 24 east we have saving work all the size of the end; we are carrying about 5 ft. of the lode, and how much larger it is I cannot say. I hope to have a greater improvement to report shortly; the lode is looking splendid, a more promising and richer one I never saw; it is evident the ore is dipping west towards Annie's shaft.—W. Godden: Oct. 31.

BRYNTAIL.—The lode in the 12, driving east of the engine-shaft, on the south part of the lode, is impregnated with ore. We shall lose no time in driving this level under the places where the former workers had good ore in the adit level, on this part of the lode. We have been compelled to suspend sinking the shaft near the deposit of barytes, in consequence of the water having increased to upwards of 100 barrels in eight hours; it is now 3 fms. 0 ft. 3 in. deep, and is still worth 20*l*. per fm. The underlie of the ore is the same as when last reported—viz., 3 feet in a fathom north; therefore, I have directed a cross-course to intersect it from the 10, which I expect will be accomplished during the present month. A party of tributers are working the backs of the 12, at 6*l*. per ton for raising lead.—J. Roach: Nov. 2.

BRYN-Y-FEDWEN.—The rise over the back of the 26 fm. level, on Cae Conroy lode, is set to six men, to hole to the shaft, which is sunk 20 fms. 3 ft. below the surface, at 8*l*. 10s. per fathom. This rise is now up 4 fms. 3 ft. above the back of the level, and we calculate to have about 6 feet more to rise to communicate to the shaft; the lode for the last 2 fms. risen through has been unproductive, being disordered by the slide which I named in my last report; the lode at present is getting into more settled ground, showing a great deal of gossan and spots of lead ore, and I hope it will improve before long. The winze sinking from surface on the south lode, 20 fms. west of the junction of the caunter and main south lode, has been sunk 4 fms. during the past month, and is set again to nine men, at 5*l*. per fathom; the lode in the winze is about 3 ft. wide, producing some good stones of ore. The 20 tin level, on the south lode, has been driven west 6 fms. 1 foot in the past month, and is set again to four men, at 3*l*. per fathom; the first 3 fathoms driven through yielded about 12 cwts. of ore per fathom; the last 3 fms. driving has been in a strong promising lode, about 3 ft wide, composed of spar, blende, and spots of lead ore, but not of commercial value. We have laid down 7½ fathoms of railroad at this level in the past month, and have now a good road to the present end, which will greatly assist us in getting away the stuff. The deep adit level, on the south lode, has been driven west 5 fms. 2 feet in the past month, and is taken again by six men, at 3*l*. 10s. per fathom. We have a very promising lode coming in at this level for about 4 feet wide, composed of spar, blende, clay-slate, and spotted with lead ore. We have about 2 fms. more to drive at this level to reach the junction of the caunter and main south lode, when I hope the lode will prove more productive.—Oct. 30.

CALSTOCK UNITED.—We have no alteration to report in the sump-shaft. The tinstuff from the north mine is at surface, and being dressed with all possible speed.—J. Kernick; W. Cooke: Oct. 30.

CAMBORNE CONSOLS.—There is no alteration to notice in either of the tutwork bargains since last reported.—W. Roberts: Oct. 28.

CARADON CONSOLS.—During the past week our new engine-shaft has been sunk 4 feet; the ground continues to improve. We have gone through another dropper, which is about 1 foot wide, and carries with it a very pretty leader of good ore. We are still in killas. In the 37 fm. level east about 3 ft. has been driven. We intend to put the men to drive north, with a hope of cutting some good lodes. At the shaft sunk on the new lode, spoken of in my last, the lode is about 2 ft. wide, with a very regular, good-looking gossan. Other work on the mine is as usual. I am very sanguine of success here.—Oct. 28.

CEFN CWM BRWYNO.—The lode in the deep adit level is 2 feet wide, composed of blende, spar, and clay-slate, intermixed with small branches of ore; this level is still being pushed on with all possible speed. The lode in the 38, west of Taylor's shaft, is 7 feet wide, producing about 1 ton 15 cwts. of ore per fm.; this level is opening out some good ore ground. The stopes over this level, west of shaft, are without alteration since last reported, at present yielding about 1 ton 15 cwts. of ore per fm. The lode in the winze sinking below the 24, 40 fathoms west of Taylor's shaft, is still large, and the part we are carrying is yielding 1 ton of ore per fm.; the winze is now down about 12 fms. below the 24, and will have to be sunk about 2 fms. more, to be at the depth of the 38. The lode in the winze sinking below this level, 70 fms. west of Taylor's shaft, is 6 ft. wide, producing 1 ton 10 cwts. of ore per fm.; this winze is now down to the depth of the 38, and we shall commence to drive towards the deep adit at once with all speed. The lode in the winze and stope in the bottom of the 12, 15 fms. east of the shaft, is 6 ft. wide, yielding 1 ton 18 cwts. of ore per fathom. The stopes in the different levels throughout the mine are looking much as usual—on the whole, very well. We have suspended the driving of the cross-cut south in the 50, from Taylor's shaft, for the present. We have also gone through the costs, &c., of the mine, and have reduced everything as low as possible. We are doing our best to return as much ore as we can. We hope to be able to throw in a few tons extra about the end of the year.

CLOWANCE WOOD.—In the 12 fm. level, driving east of Richards's shaft, the lode is 1½ ft. wide, producing good stones of ore; this lode looks well to produce a large amount of ore in depth.—E. Chegwin; T. Delbridge: Oct. 30.

CRAIGWEN.—The silver-lead lode in the No. 1 adit is as last reported. The lode left in the lower adit has turned out equally as good as I expected; it will produce fully 1½ ton to a fathom. The masons and labourers are going on well with the dressing-floors.—Hugh Jones: Nov. 1.

CWM DARREN.—The shaftmen have been engaged during the past week in putting in pent-house, casing shaft, cutting barrow road, &c., and will begin to sink the engine-shaft to-morrow. We have been obliged to suspend the rise in the 30, and resume the end, in consequence of the air; the lode in the end is 20 inches wide, and worth ⅛ ton of copper ore per fm. In the winze sinking below the 20 the ground is favourable, and the water easy. In the adit level, driving east, the lode is 10 inches wide, carrying a small leader of copper ore.—A. Waters: Oct. 30.

CWMDYLE.—In Price's level, I have no alteration to report since my last. In No. 6 level, No. 2 stopes, we have still a good course of ore, producing 5 tons per fm. In No. 3 stope the lode still maintains its size and character. The Lake lodes are still productive, yielding 4 tons of good ore per fm. The stamps are at work with 18 heads, and have six more ready, when we get a further supply of water. The floors are laid out, and a house built for the accommodation of the dressers. At the engine, we have two pairs of rolls at work; the other two will be put in order as soon as time permits. Everything connected with the mine is getting into good working order.—T. Colliver: Oct. 28.

DEVON AND COURTENAY.—The lode in the 80 fathom level west will turn out 1¼ ton of good ore per fm. The lode in the stopes in the bottom of this level will turn out about 2 tons of good ore per fm.—T. Bawden: Nov. 1.

DEVON UNITED.—The lode in the deep adit level north is about 18 in. wide, rather smaller than usual The country or stratum is a compact killas, which is congenial for the production of mineral; I have no doubt, when we intersect the great copper lode in this level it will be found productive of good results. We continue to get out the water satisfactorily, and we expect to be fork in a day or two. I would, therefore, beg to recommend you to resume the sinking of the engine-shaft immediately, as we have now a good supply of surface water, and also as we have a strong and encouraging lode in the shaft, for 5 feet wide, producing large quantities of spar, prian, can, and mundic, with occasional good stones of lead, and I anticipate we shall soon get down to a good course of lead ore.—A. Bray: Nov. 1.

DUNSLEY WHEAL PHŒNIX.—The new north lode is looking very promising indeed; we have taken down a part of it, and find it produces good work. The stopes are looking just as last reported, and the tinstuff we are stamping is turning out equal to our expectation.—John Spargo.

EAST FRONGOCH.—Since my last the shaft has been sunk 3 feet, the ground much the same as last reported. From the recent heavy rain we have had, the water is increased to double the quantity we ever had before in the shaft; consequently the men cannot make that progress in sinking as they would provided they had not so much water falling on them. The machinery continues to work satisfactorily.

EAST POLGOOTH.—The engine-shaft is now below the 50 fm. level 4 feet; the ground is very favourable. We should have sunk more this week had we not been carrying our shaft much larger than our regular one for a cistern-plat. It is a beautiful stratum of ground. I have no doubt, if this ground continues to cut the lode, the results will be a good mine. Since this change of ground, I feel more sanguine than ever I did, that with perseverance you will ultimately have a good mine here. At the Great Polgooth, they have recently cut a splendid course of tin in their eastern workings; it shows well for this mine.

EAST WHEAL RUSSELL.—We are getting on with all preparations for dropping the new lift at Hitchins's shaft. We have six pumps brought in the mine. I hope we shall not be very long before the remainder of the lift will be here. The 55 is looking just the same as last reported. We are stripping down Homersham's shaft with all possible speed.—W. Metherell: Nov. 2.

EAST WHEAL TOLGUS.—We have bored a hole from the bottom of the new shaft 17 feet deep, which has holed to the rise in the back of the adit, which has let down the water. We have about 3 fathoms more to sink to complete the shaft from the surface to the adit level. The men in the end will be employed in taking out the solers and cutting plat, while the shaftmen are engaged in making the shaft complete to the adit level.—Oct. 28.

ESGAIR MWYN.—I was yesterday underground at Esgair Mwyn, and arranged the settings for this month. I am glad to say I found the appearance of the mine more than usually good. I calculate on raising this month from the Hospital ore under the 15, fully 10 tons of ore; from two stopes, west of the winze holed to the western workings, fully 10 tons more; 3 tons from the 15, east of this winze; and 3 tons from the 25. From the quantity of ore broken underground, we were obliged to suspend one bargain, and to diminish the number of men in the best stopes of ore in the mine; this we shall soon clear, as I have urged the necessity of drawing night and day to meet our improving yield. The yield last month was exactly the quantity I expected—viz., 20 tons.—M. Francis: Nov. 1.

FEE DONALD.—During the last week we have cleared the bottoms under the antimony level, which did not extend more that 2 feet in depth; and by so doing we have discovered a branch of lead, about 6 fms. long, and from 1 to 3 in. wide, and very good. We have commenced stoping the bottom of this level with two men and two boys, at 1*l*. 15s. per fm. We have another very promising-looking lode further north than this, with a good branch of lead ore to be seen from surface, 6 in. wide; but being so near the valley, we can do but little on it at this season of the year. The lode south of the antimony lode is still keeping its regular course and size, with a well-defined foot-wall, and producing stones of lead; as soon as the end is driven 3 or 4 fms. further, I intend to put men to sink on the lead in the bottom of this level, as far as we can go down. The smithy level, driving west, has the same appearance as last week, composed of carbonate of lime, flookan, spar, and some stones of lead; we do not expect much from this lode within 15 or 20 fms., and no effort shall be wanting on my part to get it forward as quickly as possible.—J. Muffett: Oct. 28.

GARREG.—We are cutting and preparing the plat at the shaft in the 40 fm. level. In the western end of the 40 fathom level the lode is opening a little, and is now 8 in. wide, composed of carbonate of lime and clay, and is looking very favourable for lead. We have been compelled to suspend operations in the new shaft below the 40 fm. level; the lode is improving, and when we left off it was about 3½ feet wide, worth 17*l*. per fm. for lead, but the water was too strong for us. We are making full preparations for removing our engines and sinking the shaft from surface.

GREAT CAMBRIAN MINING AND QUARRYING COMPANY.—The manager of the mines this week reports as follows:—I have the pleasure to report to you that in the new sink, on No. 3 lode, there has been a very decided improvement during the past week; we have met with a rich bunch of lead ore there. On No. 6 lode we have also an improvement. The level to No. 6 is still progressing most satisfactorily. All the rest are about the same as last reported. We are pushing forward on the dressing-floors with all possible vigour. As there is now a cargo just ready for market, I await your orders as to its disposal, and I shall be glad to know whether I am to charter a vessel for it.

GREAT CRINNIS.—The works throughout the mine are completed, and in good order. We have fixed the plunger-lift in the 80, which works well, and completes the works to that depth. We are in a position to go deeper as soon as that is considered desirable. In the 80 the lode is very large, and many feet thick; it is composed of peach, spar, jack, and a little copper; it is, upon the whole, of a very promising character, and we are driving upon it to the eastward, from Union shaft, by six men. In the 64 the level is driven many fathoms east, where the lode has dwindled to nothing, merely two walls, but the ground being very promising, and held in high estimation by all good miners, we continue to drive upon it by four men, and hope to cut into something good shortly. The end in the 72 fm. level is exactly similar to the 64, consequently, we have turned the end, and are driving south by four men, to see that we have not missed anything. We have passed through some orey ground in the 64, where we have set a pitch on tribute. In the 56 fm. level, east of Union shaft, we have some tributors at work, who are sending up some good ore. We have commenced opening on the middle lode at Cornish's shaft, in the 31 and 38 fm. levels, where we hope to do some good. We have several pitches at work upon the great lode, from Cornish's shaft, all of which are very promising for silver. The silver pitches at Hannah shaft are also looking well. The north lode in the 24 fm. level, engine-shaft, is not looking so well in the ends as when

last reported, but having passed through some orey ground, we have set a tribute pitch to stope the back; we continue to drive towards this lode, in the 64, from Union shaft. We are cutting a plat in the 56, engine-shaft, with a view of opening upon the middle lode in that level, as we have it at the shaft here, and of very promising character. We have got the winze through from the 24 to the 40, engine-shaft, upon the middle lode, and having a good branch of ore in each breast, we have set some pitches, and shall set more as soon as the men can get sufficiently clear of each other. We continue to drive the ends in both these levels with energy, all of which are good, especially going west, where we have a good lode both in the 24 and 40 fm. levels, and hope soon to have a considerable quantity of good ore from this part of the mine. At Daniel's shaft, the water is now sufficiently reduced to enable us to set two tribute pitches on Kemp's lode, which is known to be very rich for copper; and, upon the whole, our prospects have very much improved since last report.

GREAT HEWAS.—The lode in the 36 is 20 in. wide, good work for tin. The lode in the 46 is not so wide as that in the 36, but is rich for tin. No improvement in the 56; as yet, that level is not extended far enough east to reach the new run of tin ground. The old stopes in back of the 36 are yielding plenty of tinstuff. The machinery is all in good working order. I calculate our returns will soon increase, and the sale for the present month will be about 10 tons. On the whole, no old mine of such extensive working, could be more satisfactory than the present position and future prospects of this one. It will require about two months to ventilate the new back in the 36 and 40, so as to commence stoping.—J. Webb.

GREAT TREGUNE CONSOLS.—The ground in Hobler's shaft is still favourable ing for sink; the last taking down the lode produced excellent stones of copper. We are now desuing the lode, and shall not take it down for a day or two. We are getting on very satisfactorily at Carkee's. We are now engaged in fixing rods, bobs, &c., and shall soon complete it, so as to commence sinking.—John Spargo.

GREAT WHEAL BADDERN.—The ground in the new engine-shaft is still hard; but we are getting on in sinking. The lode in the 46, east and west, is about 1 ft. wide, producing a little lead. The lode in the stopes in the bottom of the 40 is still as good as when we last reported; but we have not been able to do much for the last week in consequence of the water. The lode in the 40 end east is about 1¼ ft. wide, composed of lead and white iron, and looking very promising. The lode in the 30 east is about 1 ft. wide, producing pretty good work for lead. The lode in Kenworthy's shaft is 2½ ft. wide, producing mundic and stone of lead. The lode in the 40 west is much the same as when we last reported. The lode in the 30 west is about 1½ ft. wide, composed of mundic, white iron, and some good work for lead. We sampled, on Tuesday last, 50 tons of lead ore, computed; and, on the whole, the mine is looking very promising.—J. Rogers: Oct. 31.

HAWKMOOR.—In the 30 we are driving by the south side of the lode; the end is very wet, and the water appears to be coming from the south lode, which is not many fathoms south of our present end; the stopes in the back of this level are still producing good supplies of ore, from 2 to 3 tons per fathom. The east shaftmen have been engaged putting in stull during last week to lodge the stuff on, instead of wheeling it to the old miners' shaft. In the 20 fm. level the lode is worth 3 tons of ore per fathom. We weighed off, on Friday last, 32 tons 7 cwts. 2 qrs. of copper ore, sold on the 19th inst., and sampled (computed) 37 tons.—J. Kernick; J. Richards: Oct. 30

HAYTOR CONSOLS.—The lode in the bottom levels, east and west, is larger than when last reported, and it is still increasing in width; it is now 3 feet wide in each end, of a most promising character, composed of flookan, soft spar, prian, shorl, and good spots of tin; there is no doubt of its being found productive at deeper levels. We are engaged in sinking a winze from the adit level to the 10, east of the engine-shaft, which we expect to hole in about a fortnight; this will afford us great facilities for setting the backs of the 10 on tribute, and likewise for ventilation. The tribute pitches are much the same as last reported, and the men are working with spirit. We have 130 tons of tinstuff in reserve for the stamps, which will be reduced as soon as the increase of water will enable us to do so. We have now 12 heads at work, but have sufficient stuff for 24, if the water would allow us to work that number, which would considerably increase our returns.—J. Browning: Nov. 1.

HELVELLYN CONSOLS.—This mine is situate on the western side of the Helvellyn Mountain, and on the south part of it; and, judging from appearance, without having taken the level of the ground, the hill rises full 1000 ft. from where the present adit level was commenced. In going eastward, in the direction of the veins, the lodes were discovered by a waterfall having washed off the loose soil from its source, and thus exposed the rock to the eye. The adit level, or cross-cut, was driven about 10 fms. before it reached the middle of the lode, where the copper is found where it intersected it, the lode being composed principally of white iron and spar; they then commenced driving eastward on its course, and extended on it about 8 or 10 fathoms, when, from the ignorance of the party conducting the work, the lode was missed, being left to stand to the north. After driving out of the lode about 10 fms. they discovered their error; cross-cut, and found the vein containing copper in sufficient quantities to pay, and from where some returns of copper have been made. The adit has been extended from the place where last intersected about 8 or 9 fathoms, and in the last 3 fms. has opened good ground for copper; the lode in the present end being richer than any other part, and of a better character, the strata more congenial, and the underlie of the lode less, which I consider a favourable symptom. The end has now a back over it of about 100 ft., and in driving eastward will gain 2 fms. of backs to every 6 ft., for a very great length; the advantage of this, should the ore continue, or improve, will be obvious to all. There are two other lodes, one to the north and the other to the south, each about 10 fms. from the middle lode, which I would propose cross-cutting after our present end has been continued about 25 fms. further east, where I believe the lodes will be found productive. There is a probability of the mine becoming immensely valuable, and may be worked for the next half-century by means of adit levels on the course of the lodes, thus avoiding the outlay generally required for machinery of every kind, as the copper being found rich and massive, requires only to be broken by hammers to a moderate size, when it is fit for the market. By assay, the ore produces from 20 to 30 per cent. of copper. It would baffle me to explain all the advantages by working this extensive property, which must be seen to be appreciated.—A. Francis.

HENNOCK.—Palk's engine-shaft men are busily engaged in cutting plat in the adit evel, which I hope will be completed by the end of this week. In the 30 fm. level, south from south-west shaft, the lode is daily improving, both in size and quality (since the horse of killas was cut out), being about 2 ft. wide, composed of soft sugary spar and prian, with a leader of sandy mundic 7 in. wide, and good stones of lead. The cross-cut east in the same level, towards the eastern lode, is without alteration, still producing branches of jack and soft spar, sprigged with lead, in good mineralised killas. The lode in the 13 fm. level south is 2 ft. wide, composed of soft spar, mundic, and jack, with occasional spots of lead. I hope to form a communication with the 13 fm. and adit levels by the end of this week, which will thoroughly ventilate the 13 fm. level. All our machinery is in first-rate working order, and doing well.—H. Rickard: Oct. 30.

HILL BRIDGE CONSOLS.—We are apparently cutting through the hard run of ground in Street's shaft, and hope shortly to sink with greater speed. Little has been done for the last few days in the sinking of Wheal Jewel shaft, the men being employed in timbering and securing the same; we shall commence sinking in a day or two.—John Spargo.

HINGSTON DOWN CONSOLS.—The tip-plat in Morris's shaft is now just completed, and the sinking of the shaft will be commenced forthwith. The 75 ends, both east and west, continue without alteration; the same remark applies to the 65 and 55 fm. levels. Arthur's winzemen have not yet holed to the 65, driving east. The stopes and pitches are much the same as for some time past. We weighed on Friday last 305 tons 13 cwts. 2 qrs., and sampled October ores, computed 300 tons.—William Richards: Nov. 1.

IVYBRIDGE.—The progress of clearing the underlie part of the old shaft is very satisfactory; it is secured, since the last weekly report, to the extent of 7 fms. below the 32 fm. level, and we believe will be found a substantial underlie shaft in the lower levels. The cross-cut from the 32 fm. level, towards Beresford's shaft, is set to four men, at 4l. per fm.; the limits are 2 fathoms, or cut the lode. Beresford's shaft is 13 fms. deep, and set to sink by six men and three labourers, at 9l. per fm. The pitwork is in good order, and the engine is working well.—Oct. 31.

IRISH CONSOLS.—Premising that I consider Capt. Stephen Eddy a miner of unquestionable ability, and one from whom I should regret to differ on any practical mining question; but in matters of theory or speculation there will frequently be much difference of thought. In the argument before us, a few facts present themselves to my mind, which I shall raise as a justification of my own opinion, but not for the purpose of invalidating those of any body else. Almost the whole of West Cork is an immense sheet of white killas, or clay-slate, broken up occasionally by ridges of porphyry. In it are found large masses of copper, such as Berehaven, Coosheen, Ballydehob, Brownhead, and Crookhaven deposits. The laws of precipitation, or the formation of the metallic ores, are so little understood, that the most intellectual miner cannot measure the force of the power intervening between cause and effect, or set by rule any limit to the action; so that if you find an aggregation of particles in a vein sufficient to form one stone, for all we know of the progress of crystallisation, there may be hundreds of thousands of tons deposited close by, perhaps in the immediate vicinity. The evidence of the non-existence of large bodies in the Irish Consols Mines is, as given by Capt. Eddy and others, of a negative description—that is to say, they conclude because the works already done have not discovered the large deposit, that it is evidence of their non-existence. The same evidence was applied to Devon Great Consols and Wheal Buller, which were both suspended in their earliest workings, because the surface demonstrations were not considered strong enough to warrant the carrying down of shafts to a sufficient depth to enter the main body of the ores. They were afterwards resumed, and their present immense profits testify to our short comings, as mining connoisseurs of the knowledge metallic surfaces indicate. Wherever you find one bramble, leaf, or blade of grass, by looking about you will find many others. It is the tendency of Nature to increase, wherever she finds a suitable soil. I think the clay-slate resting upon the porphyry of Castle Mehegan a most convenient medium for the deposit of copper ore; and though I might stand alone in my opinion, there is evidence of the tendency of Nature's laws to produce metal there in the beautiful stones of copper ore to be seen cropping out in the sea on the surface of the vein. I understood when the shaft was deep enough, a level was going to be driven under the sea; and if so, who shall tell us the quantity of copper that is deposited there! I have worked mines most successfully under the bed of the sea myself. Bottallack, near St. Just, is one instance, Wheal Golden another, West Wheal Alfred another; and what has been done can be done again. One fact is worth a thousand assumptions.—M. Francis: Sept. 9.

— In sinking the whim-shaft under the 20 fm. level (Colleras), the ground is good, and of a most promising character, and by persevering in this course, no doubt a good result will be obtained. I, therefore, strongly recommend you to push this shaft on as fast as the nature of the work will admit, to at least 20 fms. deeper, which could be accomplished for 100l. That depth obtained, or probably sooner, my firm conviction is that we shall have a rich lode. My reason for supposing this is, the ground is improving in character for producing copper every foot we sink. In the 20, east of the whim-shaft, I am happy to say there is a great improvement within the last day or two; a good branch of strong yellow copper ore has been cut, and from the appearances, I consider we are on the top of it. The stone with which the ore is associated is dissimilar to anything that has yet been seen in the mine, therefore, I am of opinion that this discovery is the commencement of a good run of orey ground. I have sent a box of specimens, obtained from this place, which I hope you have duly received. We are driving the 8 fm. level east from the winze; our object in doing which is to prove the effects of the junction. When the north flookan, or lode, passed in an oblique direction from the main lode, gains west, the chances are that at the point of junction we shall find a good lode: 4 fms. more, at an expense of some 10l., will bring us to this object. I have also sent you some specimens from this driving, which were broken yesterday. Allow me to say that this mine never presented such cheering features as at this moment; and my candid and unreserved opinion is, that by going on, and pushing forward the objects in view, you will be amply remunerated for the outlay. I would now beg leave to make the following suggestions—viz., 1. To sink a good shaft on the Champion lode, at the junction, to a depth of at least 30 fms., which can be done for 300l. I know of no better speculation, and, consequently, recommend it.—2. To resume the north cross-cut, west of the whim-shaft (Colleras adit), the north lode: 10 fms. will bring us to this most desirable point, the cost of which would be about 50l. If you consent to carry out these objects, I am fully persuaded you will have a valuable mine. Whatever other people may have said respecting the property, my opinion is more than ever confirmed of its capabilities as a sound and legitimate undertaking.—H. Thomas: Oct. 26

[We have seen the specimens of copper ore alluded to in Capt. Thomas's report, and they fully bear out his statement as to the improved character of the lode; indeed, we have seldom seen more promising ones from so shallow a depth.]

KELLY BRAY.—The engine-shaft is down 6 fathoms below the 80, on the course of the lode, which is 1¼ foot wide, and will yield 2 tons of copper ore per fm., worth 8l. per ton; price for sinking, by nine men, 16l. per fathom; we hope to reach the 90 by the end of December. The lode in the 80 east has been unproductive for the last 6 fms., but we have great pleasure in reporting that it will now turn out 2 tons of ore per fathom, worth full 9l. per ton; driving by six men, at 9l. per fathom. We have two pitches working in back of the 80 east, by four men, each at 8s. in 1l., and one pitch at 12s. 6d. in 1l.; the two 8s. pitches are in the last course of ore passed through, 10 fathoms behind the present 80 end east. The 70 end east is unproductive. The 90 tons of ore sold on the 19th inst. realised 663l., including carriage. The machinery and materials sold on the 29th August subsequently fetched 2300l.—W. Watson; T. Woolcock; S. James: Oct. 28.

KESWICK.—At Brandley, the engine-shaft is down about 5 fms. below the 30 fm. level. In the rise behind the 30 fathom north we have bored twice to tap the Salt Sump-shaft, but have not as yet succeeded, on account of the borers sticking fast; we will, therefore, take a few more shifts in the rise, and bore again, as we cannot be far from it. The stopes in the 30 fm. level south have yielded 15 and 8 cwts. of ore per fm. respectively. The 20 fm. north has been harder and poorer than last reported, but is still yielding good ore, averaging during the month 15 cwts. to the fm.; the rise behind will have yielded 20 cwts. Glyn's rise is not being worked at present, as we were fearful of getting more water than the sumps would hold till the communication is made with the 30 fm. level. We have been much troubled lately in sinking with the surface water, and have been obliged to launder a great part west of the Salt or adit level. We also intend making some cuttings and trenches on the hill side to take off as much as possible the water that is collected in the old workings in wet weather.—Barrow Mine: The tribute pitch has been worth about 10 cwts.; Parker's stope, 9 cwts.; and a rise over the middle level is yielding stones of ore, and looking very promising for more. We are driving a cross-cut to the middle vein to cut the one now being worked by the tributers.—Thornthwaite Mine: The soft uncongenial ground which we have had for a few fathoms has left us, and we have now more likely ground for ore, but we do not yet meet with the gossan ground, which must either have dipped more to the north than before, or the nature of the vein has changed. A few fathoms will decide.—R. B. Shepherd.

LAMHEROOE WHEAL MARIA.—Jessie's engine shaft is sunk 9 fathoms 1 foot below the 40 fm. level; the ground in the bottom is looking a little more favourable than we have seen it for the last fortnight. The 40 fm. level west is driving by the north side of the lode, and the ground without change. The 40 fm. level east is driving in a horse of killas; the lode between that and a branch is 1 ft. wide, containing good spots of copper ore, with a light capel and mundic, which for the last 6 ft. driven seems to improve going east. The tributers have dressed and weighed 1 ton 3 cwts. 3 qrs. dry ore, from their last take in the back of the 30 fathom level. The tributers below the 30 fathom level are working well, and the pitch is looking much the same as last reported.—Oct. 30.

LEEDS TOWN CONSOLS.—The summpen have commenced sinking under the 30 fm. level. We have changed the lift at bottom, but not above the adit, having to wait for a small windbore to be east, from the foundry; we intend, as soon as we get this, to make all complete here. We have not done much in the bottom level, the water being in until yesterday; the lode shows an improvement, and we have some fine stones of tin from it. We are still forcing on our 10 and 20, to cut the lode east of the flookan; we shall get it sooner in the 10 than in the 20, as the ground is softer in the former than in the latter. We have sunk Jewell's winze 3 feet since last report; the lode seems to improve. The last stope, put over it to-day, is a great deal better than the former. Gooch's lode, west of cross-cut, is small, but rich for tin; the same level east is suspended for the present, the men being engaged in preparing flat-rods at Jewell's winze.—P. Pascoe: Oct. 31.

LEWIS.—The summpen are progressing favourably with preparations for fixing the new pitwork in the 100 fm. level. The south lode in this level, east from the tin-shaft, is 18 in. wide, worth 15l. per fm.; the north lode in this level, east from said shaft, is 2 feet wide, opening tribute ground. The 80 fm. level is for the present suspended, and the men put to rise in the back, where there is a short run of tin ground. The 70 fm. level we have also suspended for the present, and the men are put to drive north, where 6 or 7 fathoms will intersect the north lode. The stopes are looking favourable.—M. Reed: Oct. 30.

LOVEDEN UNITED.—The lode in the engine-shaft under the 10 fm. level is 6 ft. wide, and has a very promising appearance, producing at times strong indications of copper and lead ore. The 10, east of the shaft, is in a lode 4 ft. wide, but at present poor. We have sought a stope east of the shaft in the east end of the winze, where the lode is looking very promising, and producing a fair quantity of lead ore; but I shall be able to ascertain better the quantity in the course of another week. The 10, east of Pen-y-bank shaft, is producing 10 cwts. of lead ore per fm.; the 10 west is at present rather unproductive. The lode in Pen-y-bank shaft is 5 ft. wide, and producing a ton of ore per fm.—S. Treverthan: Nov. 1.

MOUNT'S BAY CONSOLS.—The east and west lode is still looking well for tin. There has been but very little driven in the north cross-cut since last report, in consequence of the men being employed about the shaft work. The drawing-lift was completed yesterday. The men are now engaged in cleaning and repairing the boiler.—J. Richards.

MOLLAND.—The lode in the 62 east is 3 ft. wide, producing a little ore, though not sufficient to value. In the winze sinking below this level the lode during the past week has become smaller, and is now producing stones of good quality ore; the ground is also a little easier for exploring. The lode in the 52 fm. level east being poor, is suspended for the present; the stopes in the back of this level are worth 11l. per fm. The stopes in the back of the 42 east are much the same as last reported, worth 9l. per fathom. We have a kindly lode in the pitch in the back of this level, which has been set to two men, at 7s. 6d. in 1l. tribute. I omitted to say in my last that the summpen had been engaged in cutting a ladder-road in the winze, from the 52 to the 62, which is now completed.—T. Bennets: Nov. 1.

MARKE VALLEY.—In the 90 fm. level, driving east, the ground is hard granite. Driving west on the Ladies' lode, in the 80 fm. level, it is about 3 ft. wide, producing ⅛ a ton of copper ore per fm.; rising in the back of this level, on the south part of Sarum lode, it is composed of capel and peach, spotted with mundic and copper ore. Driving east from the old stope, in the back of the 65 fm. level, the lode continues to yield 14 tons of ore per fm.; the stope No. 1, 12 tons; and No. 2, 7 tons. The stope in the bottom of the midway level is yielding 7 tons of ore per fm. Driving the 50 fm. level cross-cut north, the ground is an elvan formation, and is rather stiff. In sinking Fawcett's shaft the strata are killas and elvan, and is a little improved.—Oct. 28.

NANTEOS AND PENRHIW.—In the Eystumtean deep adit the caunter lode is 4 ft. wide, looking promising, and producing occasionally good stones of lead. In the 46, east of Penrhiw's, the lode is large, and spotted with ore; but as yet not sufficient to set a value on; in this level west the lode is about 2 ft. wide, but poor at present. The lode in the stopes below the 36, east of the winze, will, on an average, yield full ½ ton of ore per fm. In the 36 east the lode is producing a little ore; and in the rise and stopes over the same the lode will yield about ½ ton of ore per fm. We sampled, on Wednesday last, 20 tons of good quality ore.—M. Barbery: Oct. 30.

NORTH BASSET.—In the 112 fathom level, driving west of new shaft, the lode is worth 30l. per fm. In the winze sinking below the 102 fm. level the lode is worth 25l. per fm. In the 52 fm. level, driving west of Lyle's shaft, the lode is worth 70l. per fm. In the stopes in the back of the 52 fm. level the lode is worth 60l. per fm. In the rise in the back of the 53 fm. level the lode is worth 50l. per fm. In the winze sinking below the 52 fm. level the lode is worth 120l. per fm. All other parts of the mine are without alteration.—Thomas Glanville: Oct. 28.

NORTH BRITAIN BURRA BURRA.—We have this day cut through the lode at the new shaft in the 12 fm. level, and are driving a little beyond it. On the footwall we have as fine a mixture of copper, jack, and spar (1 foot wide), as can be seen; it appears that we are just down on the back of a bunch of metal. I was underground to-day, and broke as fine specimens of copper as can be; the prospects on this lode are most cheering. I will send you a box of the metal on Saturday next.—Henry Boundy: Oct. 31.

NORTH DOWNS.—The ground in the rise in the 90 fm. level is hard; the lode is 4 ft. wide, consisting of quartz and mundic, with stones of ore now and then; the lode in the bottom of the level maintains its size and productiveness, and the men are working with great spirit. The west pitch has improved, and the tribute is reduced from 10s. to 5s. in 1l. At East North Downs, the 20 fm. level is quite dry; and the water is down 2 fms. in the winze sunk below the engine-shaft. In the 10 we have set the back on tribute at 6s. 8d. in 1l. Men are also appointed to sink Bennett's shaft below the adit level, and others to clear up a winze from the 10 to the 20 for ventilation, after which we shall be able to commence driving the 10 end, the lode in which is 3 ft. wide, and will produce 2 tons of good quality ore per fathom. The masons will commence building the dams forthwith; and not a moment's time shall be lost in carrying on the operations.—J. Prince: Oct. 28.

NORTH SORTRIDGE.—We have to-day cut another lode, shoding south; I cannot see at present sufficient to say the size of the lode on its underlie; we just opened on its back, and what we have seen is gossan and spar, with strong spots of copper ore. This lode certainly enhances the value of North Sortridge. I am informed Mr. J. H. Hitchins, and others, have taken a sett adjoining, which speaks well for the neighbourhood; and, as I said in my last, if this mine be judiciously worked, profitable results will soon follow.—W. Colwill: Nov. 1.

NORTH TOWY.—To-day being the usual monthly setting, we have set the 10 fm. level to drive south by three men and three boys. We have here a very promising lode, but the end is not yet extended far enough south for the run of ore ground driven through in the adit; the winze under the adit is set to six men to sink 3 feet deeper, when we shall commence driving north against the end, which is being driven south in the 10 fm. level; we have not taken down any of the lode here for the last 6 feet, and therefore cannot report on its appearance. We have set the deep adit level to be driven south by four men. We have here, during the past month, driven 3½ fms. on a lode averaging 7 cwts. of lead per fm.; and in the back and bottom of the level the lode is considerably richer than in the end.—W. H. Reynolds: Oct. 28.

NORTH STAFFORD CONSOLS.—Hurt's deep level is driven 58 fms. 4 ft.; the ground at present is somewhat harder than it has been. Hurt's shaft is sunk about 3 fms. below the 55 fm. level; the lode at present is in rather a confused state, but producing some good stones of lead. The 45 fm. level is driven 11 fms. west of Hurt's shaft, to communicate with it for the convenience of a footway; now producing about ½ ton of lead per fm. At Nut Bush, they have finish cutting down the ground in the shaft, and have had some good lead. I have put four men to sink it; from its present appearance, I think it will pay. Duke's deep level is driven 29 fms. 2 ft.; the ground in this level is harder than it has been. The pulleys for the new whim at the Duke's shaft will be fixed, and ready for work, on Wednesday. The dressing-floors are in progress, and as soon as we can get water we shall attend to the dressing of the lead.—W. Pascoe: Oct. 30.

NORTH WHEAL CROFTY.—The 90 fm. level, driving west of Petherick's shaft, on Reeves's lode, is worth 8l. per fm. The rise in the back of the 90 west, on ditto, is worth 18l. per fm. The 90 west, on middle lode, is worth 18l. per fm. for tin and copper. The 90, west of Petherick's shaft, on south lode, is improving both in size and appearance; worth 10l. per fm. The stopes in the back of the 60 west, on Reeves's lode, are worth 15l. per fm. The 43 west, on the same lode, is worth 50l. per fm.—Wm. Thomas, jun.: Oct. 28.

NORTH WHEAL ROBERT.—We are making good progress in the sinking of Murchison's engine-shaft, which is sunk about 4 fms. below the 52 fm. level. The lode in the 52 fathom level, driving west, is at present disordered, being near the cross-course. The lode in the 42 fm. level, driving west, bears a very kindly appearance, being about 9 ft. wide, with a leader of ore; the south side, worth 1 ton per fm. The lode in the 30 fathom level, driving west, is about 4 ft. wide, yielding full 1 ton of ore per fm.; the stope in the bottom of this level is producing 3 tons of ore per fathom. We have completed our whim, &c., at the trial shaft. I shall now be enabled to resume the sinking with vigour. As requested, I have sent you by rail a box of ore and gossan, from the lode in this shaft.—A. Pryor: Oct. 31.

NORTH WHEAL TRELAWNY.—The cross-cut at the 25 fm. level is extended west 9½ fathoms towards the western lode. The cross-cut at the 13 fathom level is extended 28½ fathoms towards the quarry lode. The lode in the 13 fm. level, north of the shaft, is 2 feet wide, producing 8 cwts. of lead per fathom; in the same level south it is 3 ft. wide, producing gossan, mundic, and good stones of lead. The stopes are producing much as usual.—H. Hodge: Nov. 2.

OKEL TOR.—The engine-shaft by the end of the week will be sunk 7 fms. 4 ft. under the 20 fm. level. The shaft at present does not require any timber to secure the ground, by which a considerable saving is effected. The ground in the south cross-cut to the copper lodes continues rather hard for driving. The cross-cut is driving by the eastern side of the silver-lead lode, from which good stones of lead are broken. The killas in the present end contains some copper ore.—W. B. Collom.

OLD TREWETHER CONSOLS.—The engine-shaft since last reported on is not so favourable for sinking, having met with several branches of spar, &c., with spots of mundic; the end driving south from the old bottoms towards the lead lode is still producing good stones of ore. The lode in the back of the 27 is as last reported on, producing good ore. The stope in the back of the 20 is without alteration; in the stope in the bottom of this level there is a slight improvement; we are now breaking occasionally good stones of antimony; the lode in the 20 end, driving south, is without alteration. The cross-cut north to the silver-lead lode is still as last reported on. At Wheal Thomas, the lode in the winze, on the copper lode, is still producing some good saving work, which we are almost daily bringing to surface. The lode in the end we have not done any thing too for the past week, owing to the scarcity of hands, &c.; we shall again shortly resume driving. Wheal Rose is without any material alteration. We are happy to inform you we have shipped at Port Isaac, on board the *Conservator of Padstow*, Captain Corrie, a cargo of antimony and lead for London, on Saturday last, and the ship left the same day. The dressing department, with all other surface operations, still progress very satisfactorily.—Nov. 1.

ORSEDD MINE.—The lode in the engine-shaft, sinking below the 40 fm. level, is 1 foot wide, composed of carbonate of lime and clay, producing 5 cwts. of lead per fathom. The lode in the 40 fm. level, driving east of engine-shaft, is 2 ft. wide, composed of spar and lead, yielding 15 cwts. of ore per fathom; the winze in the back of this level is still producing good lead, the lode is 3 ft. wide, composed of carbonate of lime and lead. The lode in the 30 fm. level, driving east, is 2 feet wide, composed of carbonate of lime, clay, and gossan, and producing ¼ ton of lead per fm., with a very promising appearance. The lode in the 10 fm. level, driving south, is 1 foot wide, composed of carbonate of lime mixed with limestone, and at present unproductive; the rise in the back of this level is unproductive, and I have suspended it for the present. Our tribute department is not looking quite so well as when last reported. On Saturday next is our setting day, and we shall arrange for an increase of pitches. We are exerting ourselves to get as much ore washed as we possibly can for the next sale; but, from the scarcity of water, I fear we shall not be able to prepare more than 15 tons, but if we had water, we could sample about 25 tons of lead ore.—W. Ramsden: Oct. 31.

PENLLYNE COURT.—The men began to sink on Monday last, as stated in my previous report, and the winze is now down 2 feet, in very stiff ground, with some spots of ore.—J. Griffiths: Nov. 2.

PENPOMPREN.—The lode in the deep adit level is 5 ft. wide, composed of a soft clay-slate, with a mixture of carbonate of lime, blende, and lead ore. The shaft sinking under this level is much the same in appearance as that of the level.—Samuel Treverthan: Nov. 1.

PERRAN CONSOLS.—The 50 fm. level east has been driven in the past week 6 ft.; the lode is 1 ft. wide, yielding good stones of tin; west in the same level it has been driven 5 ft.; the lode is improved since last reported. The cross-cut north in the 40 fm. level has been driven 6 ft.; the ground is favourable for driving. The tribute pitches are looking well.—J. Richards; F. Gundry: Nov. 1.

QUINTRELL DOWNS.—During the past month we have driven the adit level north-east 6 fms. 6 in., through a soft blue channel of ground. I have now put the men to drive on the No. 2 lode north-west—lode 6 ft. wide, composed of blende, spots of copper ore, and lead.—T. B. Champion: Oct. 31.

RITTON CASTLE.—The lode is fast opening in the hard ground, and within the last few days several lumps of ore have been met with, also a rib of spar about 6 in. wide; the end has now a very promising appearance. The tributers are getting good ore south of the elvan course. This morning (Wednesday) I hear that the men are losing the water out of the wheel-pit—this is what we wanted.—R. P. Edelsten.

RORRINGTON.—Watson's engine-shaft is now down 3 fms. 3 ft. below the deep adit level, and, for the purpose of sinking with greater dispatch, we have thought it best to add three men to the former pare, and we hope by these 12 men to be able to get down to the 12 fm. level in about three months more. The deep level cross-cut men are progressing favourably. The south lode in the middle level, driving east, is 2 ft. wide, with a more promising appearance than for some time past, yielding good stones of lead ore, although not much to set value on yet; but we hope, from the appearance of the lode, to be able to speak of a greater improvement in this end shortly. In the middle level cross-cut, driving towards Taylor's lode, we are passing through various branches of spar, spotted with lead, indicating our near approach to the lode. The shallow level driving east, on Taylor's lode, has entered into a change of ground, which has disordered the lode for the present. Taylor's lode, in the winze in the shallow level, is 2 ft. wide, composed of carbonate of lime, and will yield about 3 cwts. of lead ore per fathom. The stopes in the back of the shallow level will yield about 3 cwts. of ore per fm. Yesterday we sampled 8 tons of lead ore, samples of which are sent to the various smelters as usual.—J. Taylor: Nov. 1.

ROUND HILL.—We have holed the new shaft to the deep adit level, which is down in the centre of a winze sunk from the adit to the 10 fm. level; and we are now engaged in cutting down and timbering this winze, to make it the same size as the shaft sunk from the surface—viz., 7 ft. by 5 ft. We have set it to complete to the 10 fm. level at 2l. 5s. per fm., easing and dividing excepted. We anticipate this work will be done in about a fortnight from this date; and we expect the box, &c., will be delivered on the mine this week. If so, and nothing impede our progress, we shall be in a position to connect with the old lift, and commence pumping out the water from the old works in (say) three weeks, or earlier, if our progress should be so fortunate as hitherto. The new shaft, to command the Coppice lode, is now down 11 fms.; the ground is still favourable for sinking—now set at 6l. per fm. The lode that is cut in the shaft is about 1 ft. wide, composed of decomposed matter, but nothing can be said of its value—it being in a confused state with the shale. The lode in the 10 fathom level, driving south, is 5 ft. wide—congenial spar, interspersed with lead ore, a promising end. We have increased the number of men from four to six, under expectation of meeting with an improvement there shortly. Our sampling for this month is small. This must be the case until the water is taken out of the old works, which I calculate will not take more than a month from this time, when we shall have the mine in fork 12 fms. deeper in the old engine-shaft, and be able to sink deeper at once without cross-cutting.—W. Barratt; A. Rowson: Nov. 1.

SILVER BROOK.—In the 33 fm. level, driving north of the engine-shaft, the lode is 4 feet wide, composed of carbonate of lime, zinc, and lead ore, 2 feet of which we save for dressing; the ground in this end has undergone a very favourable change, the present price for driving being 3l. 10s. per fm. The lode in the 33, driving south, is not so large as it has been, and is at present poor for lead, but very rich for zinc ores—present price for driving 3l. 15s. per fm. The lode in the rise in the back of the 22 is greatly improved since last report, being 4 ft. wide, 2 feet of which is very rich in lead and zinc ores; we have about 6 ft. more to complete before we hole this rise to the stopes in the bottom of the 11; as soon as this is completed we shall resume driving the 22 end south, and likewise stope the back of this level, both north and south of the rise, when we shall be enabled to break more ore than at present; the lode in the stopes in the back of this level still produces good lead work, with a quantity of zinc ores—present price for stoping 2l. per fm. The stopes in the bottom of the 11 south are just the same as last reported, and worth for lead and zinc ores 10l. per fm. Ellen's shaft, sinking on the caunter lode, is down 4½ fms. below the adit level, where the lode is 4 feet wide, composed of flookan, gossan, prian, &c., interspersed with mundic; this lode has a promising appearance for making ore at a deeper point. We have shipped from Teignmouth 32 tons of zinc ore, and fully expect within a fortnight to have 10 tons of lead ore ready for market. All the machinery is in first-rate working order.—W. Hosking: Nov. 1.

SORTRIDGE CONSOLS.—Our eastern engine-shaft is going down with moderate speed, and in a splendid stratum; the lode is about 4 ft. wide, worth 5 tons per fm., and is daily improving, with crystalised grey, yellow, and black ore. We are now near 29 fms. deep from surface. Our eastern end is still very poor, and is now about 12 fms. from our boundary. William's winze is just as last reported, worth from 6 to 7 tons per fm. In Benny's winze the lode, part of which we are carrying, is about 3 ft. wide, and very good. The cross-course, which is underlying east, is carrying the lode with it; we have not cut the lode on the western side, but I have no doubt we shall do so in going down. Hitchins's engine-shaft is still in good ground, and we are sinking with all possible speed.—J. Metherell: Nov. 2.

SOUTH BOG.—We have a fine looking gossan lode, 5 ft. in width, showing every indication of being productive for lead ore. The ground in the cross-cut, driving west, is more favourable. The lode under the 23, in stoping is 3 ft. wide, productive for lead ore for 8 fathoms in length, and will produce 2 tons of lead ore per fathom. The lode in the end in Powell's adit, driving east, is 3½ feet wide, composed chiefly of spar and decomposed elvan, with a promising appearance for lead ore. There is a branch flying out from this lode in a north-easterly direction, but we are still continuing our driving on the east and west lode. We are getting on with our dressing operations satisfactorily, and shall shortly have another sample ready for market.

SOUTH CARN BREA.—There has been but little change to notice during the past week. Our underground operations are at present confined to sinking the flat-rod shaft, and driving the shallow adit cross-cut south. In the shaft we are progressing satisfactorily, the lode producing black and yellow copper ore throughout.—Thomas Glanville: Oct. 28.

SOUTH CRENVER.—At the flat-rod shaft, sinking below the 94 fm. level, the lode is 1½ ft. wide—good stones of ore; in the 94 east the lode is 1½ ft. wide—stones of ore. In the 84 west the lode is 2 ft. wide, worth ¾ ton of ore per fm.; in the 84 east the lode is 1 foot wide—poor. Edward's winze is down to water, and suspended. Let to rise in the back of the 84 west, against Edward's winze—lode 2 feet wide, producing 1 ton of ore per fm. In the 64, east of Gore's, the lode is 2½ feet wide, producing 1½ ton of ore per fm. In the 54, east of Gore's, the lode is 1½ ft. wide, producing 1 ton of ore per fm.; in the 54 west, on new lode, the lode is 1½ feet wide, producing 1¾ ton of ore per fm. In the 44, east of Gore's, the lode is 1½ ft. wide—good stones of ore. In the winze sinking below the 44 west the lode is 1¼ ft. wide, worth ¼ ton of ore per fm. In the 34 west the lode is 2½ ft. wide, worth ¾ ton of ore per fathom. We sampled 137 tons of copper ore last week.—E. Chegwin; T. Delbridge: Oct. 30.

SOUTH DEVON GREAT CONSOLS.—The engine-shaft is sunk 8 ft. below the 30; the ground is as last reported. The end driving north on the cross-course, in the adit level, is producing very good stones of silver-lead ore. There is no other change to notice.—J. Cock: Nov. 1.

SOUTH TOWY.—The lode in the end continues just the same as last reported. In the adit cross-cut, driving west, the ground is softer than for some time past, and there is a very large stream of water running from the end, from which I conclude we are very near another lode, or part of that already intersected.—W. H. Reynolds: Oct. 30.

SOUTH WHEAL TOLGUS.—Michell's diagonal shaft is sunk deep enough for the 90 fathom level. We have set the plat to cut; when finished we shall commence to open east and west on the lode at this level. Youren's lode in the 78 fathom level, west of Michell's, is large and promising, producing some good work. The south lode, in the 78 fathom level, is not producing anything sufficient to value. Youren's lode, in the rise in the 66 fm. level, west of Michell's, is laying open some good tribute ground. The lode in Morcom's engine-shaft is unproductive at present. The lode in the 20 fathom level, east of ditto, is poor. The lode in the rise in the 20 west is a

promising lode, and yielding some good stones of ore. The lode in the 10 fm. level, west of new shaft, is looking promising, and yielding some ore.—Oct. 28.

ST. AUSTELL CONSOLS.—I have most sanguine hopes for copper at Dowson's, and the present appearances are favourable. I have also a good opinion of the cross-cut in the 35, at Young's engine-shaft; I have four men there driving, and next month we shall cut the lode from which we obtained that rich copper ore which I brought up to London with me; although the deposit at that place was very small, yet the indications were good, and the country, or stratum, was a most beautiful killas, highly mineralised; this was in the 15; the present cross-cut is in the 35, which is 20 fms. deeper, which, I should think, would give that lode a good character, and I am of opinion we shall find it productive. This cross-cut is on the course of the nickel branch, which is grey nickel, and contains also a large proportion of cobalt. There are many points of interest that will now, month after month, be proved, as our mine is now getting into working order. I must say, the appearances of the mine are most encouraging, and I believe it will be a lasting paying one. I was well pleased with the mine throughout on Saturday.—R. H. Williams: Oct. 25.

SWANPOOL.—The lode in the 30 fm. level east is 3½ ft. wide, a good lode. In the rise above the 30 fm. level the lode is fully as large and rich, worth 30l. per fathom. The lode in the winze sinking below the 40 east is a large and good one. The 50 and 60 fathom levels are also very much improved. The lode in the 70, both east and west, is increased in size, and has a promising appearance. The stopes in the back of the 50 and 40 are looking well, worth 50l. per fathom, and I never saw the mine looking so well as at present. We have ore enough at surface to make a good sampling, provided we could get it dressed. After the engine is erected there will be no doubt of getting on regularly, and I think the mine will then do and pay well; in fact, the mine is worth double as much as when I first saw it. I should recommend a shaft to be sunk in the eastern part of the mine, as soon as possible, which will ventilate the whole, and the expense will not be very heavy, as there will be only 26 or 29 fathoms to hole to the 30, and the ground is not very hard.—J. Rooker.

TREBELL TIN.—The south part of the lode, driving west, is about 14 feet wide, producing tin throughout, which is all put to the stamps; the lode is increasing in size, its quality being much the same as last reported. The lode being rather hard, the progress in driving is but slow; we are getting on, however, as fast as possible, constantly expecting an improvement and softer ground as we approach the cross-course. We expect shortly to hole the winze coming down on this end; we are sinking it on a part of the lode about 9 ft. wide. The residue can be taken away cheaper when holed; all the stuff broken here is also put to the stamps. Our condensing water has increased within the last few days; we have now a tolerable supply. Our engine and stamps work well.—H. Williams: Nov. 1.

TALIESIN SILVER-LEAD (Cardiganshire).—Underground operations: Four men driving No. 8 lode east; four men sinking on No. 13 lode—these lodes appear very promising at this part, and from the highly favourable indications they will no doubt tell in the deep. The 18 fm. level is being extended east, to intersect No. 13 lode, which runs due east and west, and is one of the strongest lodes in the sett. There are four men in the 18 fm. level, at the western part of the mine.—Surface operations: The crusher is now fixed, and is expected to be at work to-day. Our dressing-floors are being prepared, and we are now in a position to dress 50 tons per month. The engine works admirably, and is quite sufficient to empty the mine and crush. I calculate we shall sample 50 tons by the end of the month.—Nov. 1.

— I have spent several days in the investigation of the above mine, and beg to report—1st., as to the underground workings; 2d, as to the surface operations; and 3d, as to the future prospects. Since my last visit, I find they have driven several fathoms on the No. 13 lode, and are now sinking on the same. This lode appears the most promising in the sett; it is about 9 ft. wide; and from the character of the ground there is no question that it will be a very strong lode in depth. It runs due east and west; and, if driven east, will shortly intersect a north and south lode, seen on the surface. I should strongly recommend that the 18 fm. level be driven east, as it will intersect the No. 13 in about 20 fms. In the No. 8 lode, in the adit, about 18 fms. of ore is now laid open, and they have commenced stoping the same; and from the nature of the ground it will pay well for working. I should advise a suspension of all operations in the western part of the mine. The lower level is now quite empty of water, and the present engine is quite capable of clearing the water to 50 or 60 fms. I am of opinion that if the engine-shaft was sunk 5 fms. deeper, and a cross-cut driven at 10 fathoms below the 18, the No. 7 and 8 lodes will unite and form a course of lead, as the No. 8 underlays considerably to the north. The connecting rods have not been carried on to the northern shaft; but I should advise the emptying of this shaft upon the completion of the dressing-floors, and driving east upon the No. 3 lode.—Surface Operations: The crusher commenced working to-day, and the engine is fully capable of driving the same, and also of emptying the mine, without working by night. The crusher is quite able to prepare 100 tons per month for dressing. A tramway is being made from the drawing shaft to convey the ore to the crusher, which will be a considerable saving. I expect the dressing-floors will be finished in the course of a fortnight, when I hope we shall be able to dress our ores for 20s. per ton at most. A heavy outlay has been incurred in putting up the engine and crusher with the necessary gearing, also in the erection of the requisite buildings and machinery; and upon the completion of the dressing-floors no further expense will be required at surface. I may truly add that there are few mines where the buildings are so complete and convenient.—Future prospects: Looking at the extent of the underground works, the convenient and substantial buildings on the property, together with every requisite machinery, it must be acknowledged that we have obtained a prominent position; and there is no doubt in the minds of practical men that, if vigorous operations are proceeded with underground, the results will be equal to any mine in the county. We shall be able to sample 50 tons by the end of the month; and I am of opinion that this quantity can be regularly dressed every month, if the requisite number of hands are employed underground. I should strongly recommend the development of the mine in a miner-like manner; and I feel assured the results will be satisfactory.—J. Bacon: Nov. 1.

TAMAR SILVER-LEAD.—In the 215 end the lode is 1 ft. wide, composed of capel and ore—saving work. In the 205 end the lode is 2½ ft. wide, composed of capel and spar, 1 ft. of which is rich work. In the 190 end no lode has been taken down since last report. In the 175 end the lode is 9 inches wide, composed of flookan and ore—saving work. In the 160 end the lode is 15 inches wide, composed of capel and ore—rich work. In the 145 end the lode is small and poor. At the North Mine, the engine-shaft is sunk 9 fms. below the 100 fm. level. In the 100 end, driving north, the lode is 2 ft. wide, composed of capel, can, and ore—saving work. We hope to sample on Saturday, the 4th inst., 75 or 80 tons of rich silver-lead ores; the samples will be sent to the different smelters in the usual way.—J. Sprague: Nov. 1.

THOMAS'S UNITED.—The rise against Jenkins's winze in the 60 east is progressing favourably. In No. 1 stope, east of Lloyd's winze, the lode is 18 in. wide, yielding 6 cwts. of lead ore per fm. In No. 2 stope the lode is 1 foot wide, yielding about 6 cwts. per fm. In No. 3 stope, west of winze, the lode is 2 ft. wide, yielding 7 cwts. per fm. In No. 4 stope the lode is 2½ ft. wide, producing about 8 cwts. per fm. In the 40 fm. level, east of engine-shaft, the lode is 2½ ft. wide, but without alteration; in the stope in the back of this level the lode is the same as last reported, producing 15 cwts. of lead ore per fm. In the winze sinking below the 30, west of air shaft, the lode is 10 in. wide, producing about 8 cwts. of lead ore per fm. Level Gwartheg is now forth to the point where Cwm Darren ought to be, according to its bearings; the only change to notice is a small divider, from which more water than usual is issuing. The lead ore from this mine is worth from 20l. to 22l. per ton.—Oct. 30.

TINCROFT.—Highburrow lode, in the 152 fm. level, driving east of Martin's east shaft, is 4 ft. wide, worth 15l. per fathom. The stopes in the back of the 142 fm. level, east of the said shaft, are worth 12l. per fathom. In the 58 fm. level, driving east of the rise, the lode is 2 ft. wide, worth 5l. per fathom for copper. Chapple's lode, in the 130 fm. level, driving west of downright shaft, is 3 ft. wide, worth 6l. per fathom. In the 120, driving west of the said shaft, the lode is 3 ft. wide, worth 7l. per fathom. In the winze sinking below the 110, the lode is 3 ft. wide, worth 10l. per fathom for tin and copper. Dunkin's lode, in the engine-shaft, sinking below the 120, is 2½ ft. wide, worth 7l. per fathom for tin and copper. In the 120, driving east of the said shaft, the lode is 3 ft. wide, producing low work for tin and copper ore; in the west end of the same level the lode is 2½ ft. wide, but poor. North Tincroft lode, in the engine-shaft, sinking below the 130, is 4 ft. wide, worth 8l. per fathom for tin and copper. In the 130, driving east of the said shaft, the lode is 2 ft. wide, producing good stones of copper ore; in the west end of the same level the lode is 2½ ft. wide, worth 12l. per fathom for tin and copper. In the 120, driving west of the same shaft, the lode is 3 ft. wide, worth 12l. per fathom for copper; in the winze sinking below this level no lode has been taken down since last report. In the 110, driving east of the same shaft, the lode is 2½ ft. wide, worth 7l. per fathom; in the west end of the same level the lode is 3 ft. wide, worth 7l. per fm. In the 90, driving east of Willoughby's shaft, the lode is 3 feet wide, worth 6l. per fm.—J. Thomas; W. Skewis; J. Andrews: Oct. 31.

TRANNACK CONSOLS.—During the past fortnight the western cross-cut men have driven 3 ft. on the east and west branch; it is narrow, but mixed with blende, mundic, and spots of yellow ore. Also driven the cross-cut 4 ft. 7 in.; the present end is hard, with no appearance of the gossan lode; we are daily expecting to cut it. The north lode, driven east from the new shaft, is about 1 ft. 4 in. wide, composed of iron, gossan, spar, and spots of malleable copper; its present direction is 30° north of east and south of west, but off from the cross-course we are expecting its course will be east and west. The ground in the western cross-course is very soft; the men are pushing on steadily at the old price—3l. per fm. This end is extended north from the new shaft 30 fms. 3 ft.; in driving this distance we have intersected two caunter branches, varying from 20° to 35° north of east and south of west; one of these branches yields rich stones of grey copper ore, the other is unproductive.—James Bennett: Oct. 31.

TREGONEBRIS AND FAT-WORK.—The manager, in his report, dated 30th Oct., states that—We commenced sinking Jenkyn's engine-shaft last Wednesday; sunk last week, 6 feet. We let the shaft yesterday to six men and three boys, 2 fathoms, at 70s. per fm. The carpenters are busily engaged in fixing the woodwork of the engine-house. The masons are pointing round the doors, windows, &c. The engine is working splendidly.

TRELEIGH CONSOLS.—Carr's engine-shaft is sunk 8 fms. 4 ft. 6 in. below the adit level; the men sunk in the past month 5 fms. 3 ft., making 8 ft. per week. The ground continues favourable, and the men have again taken to sink at 9l. per fathom. The walls of the engine-house are completed, and the masons have commenced building the loading, which will be done with the greatest expedition.—J. Prince: Oct. 28.

TRELOGGAN.—The past month we have driven the adit level on the caunter lode 2 fms. 3 ft., lode 3 ft. wide, composed of spots of lead, soft spar, and blue flookan; and 2 fms. 4 ft. 9 in. north on the north and south lodes, lode 3½ ft. wide, with some good stones of lead, blende, and soft spar, lode improving as we are driving. I think we shall see something good from this lode, in driving north, when we intersect the caunter lode, which will be about 12 fms. more to drive.—T. B. Champion: Oct. 31.

TRELOWETH.—I much regret that the weather was against our dressing the ore drawn to surface, but expect to be in a position to do better for the future. We sampled 52 tons, and left out that drawn to surface and not dressed, 18 tons. The sumpmen are engaged making preparations prior to sinking below the 80 fm. level, cutting ground for barrow-road. The 80 east will yield 2 tons per fathom. The cross-cut in the 80 west is driven 8 feet, and no appearance of the north wall of the lode. In the 70 east the ground continues rather hard. The winze sinking below the 60, 14 fms. east of Thomas's winze, will yield 1½ ton per fathom. We expect to commence sinking the engine-shaft below the 80 after Tuesday, which will yield 4 tons per fathom of good copper ore. The pitches are yielding a good quantity of ore, and looking well. It will be a great point to get the steam-whim to work, as depth is much against horse-power for drawing. I look forward towards a good sampling on the 26th Dec. next.—Oct. 28.

TREWETHA.—The engine-shaft is sunk 13 fms. below the 30 fathom level, where the sumpmen are now engaged putting in bearers, cutting cistern-plat, &c. In the 30 fm. level, north end, the lode is 1 ft. wide, worth 10l. per fathom; the stopes generally are much the same as last reported. The masons are progressing satisfactorily with building the stack. The engineers are busily engaged fixing the engines, and, without any unforeseen hinderance, I expect that both engines will be working at the end of this month. We shall, this afternoon, sample about 23 tons of No. 1, and 8 tons of No. 2 ores. We should have sampled yesterday, but could not get carriage to take the ore to St. Germans, the place of sampling.—W. Rowe: Nov. 1.

TYWARDREATH.—We still have from 20 to 25 fms. to drive in the south cross-cut before we arrive at the point where we expect to meet with the great south lode, and should the ground continue as it now is in the end (in which we are driving about 10 feet a week), we should in that case cut in it from three to four months.

ULPHA UNITED.—The lode in the 10 fm. level east is 3 ft. wide, and looks much the same as when last reported on; producing copper ore and mundic. In the stopes in the back of the 10, west of the winze, we have a branch of ore 9 in. wide, and have every reason to expect a greater improvement. The stopes in the bottom of the shallow adit are not looking quite so well. The ground in the north cross-cut is rather easier, and should it continue so, we shall make greater progress in intersecting the north lode. We sampled, on October 27th—No. 1, 26 tons; No. 2, 19 tons 15 cwts. The masons have commenced building a small office, &c., for dressing the ore in.—Charles Vincent: Nov. 1.

WEST BASSET.—North Lode: The ground in the 94 fm. level east is very favourable, and the part driving on is looking better for ore. In the 84 fm. level east the lode is 3 ft. wide, producing good stones of ore. In the winze sinking under the 84 the lode is 4 ft. wide, worth 50l. per fm. The 30 fm. level east produces 2 tons per fathom.—Engine Lode: The winze sinking under the 20 will turn out 3 tons, and the rise in the back of the 30 fm. level is producing 2 tons per fm.—South Lode: In the 42 fm. level east the lode is 2 ft. wide, worth 4 tons of ore per fm. Four men and four boys broke 84 tons from this lode last month. Stopes and pitches are looking well.—Wm. Roberts: Oct. 28.

WEST PAR CONSOLS.—We have cut the lode we had lost by the cross-course west of the heave, and can see some copper; but shall require two or three days before it can be fully reported on. We expect to intersect the east part also in a few days.—J. Webb: Oct. 31.

WEST POLBERRO.—The prospects of the mine throughout are very encouraging. The appearances of the lode in the various places we are working on it are equal to what they were when last reported. The bottom of the winze, on the Callow lode, 8 fms. below the deep adit, is set to five men, for two months, at 9s. in 1l. tribute; this bottom is now about 8 fms. long, with a good branch of ore in each end of it; this being the deepest part of the mine, it cannot but encourage us to expect greater deposits of mineral as we proceed in depth. We have a good leader of rich copper in the pitch west of the cross-course, in bottom of the deep adit. If we can clean up the ore pretty close we have broken, we shall sample 50 tons next Tuesday, but I fear we shall be something short; however, we will do our best. Two large shareholders were underground through the mine with me yesterday, and were gratified to see fine stones of ore shovelled up from the bottom of the adit level, under Mason's shaft, on North Seal Hole lode, and who, no doubt, at the next quarterly meeting, if they are present, will bear testimony.—T. Julian: Nov. 2.

WEST PROVIDENCE.—The 100 fm. level, driving west of engine-shaft, is worth 5l. per fathom. The 90 fathom level, driving west of Michell's shaft, on Tremayne lode, is disordered with spar; the stopes on Allen's branch, in the back of this level, are worth 10l. per fathom. In the 80 fm. level we have been obliged to suspend the end driving west on the side branch, until we have communicated the eastern end with the eastern cross-cut to ventilate it, which we expect will be done in three weeks; the western end is worth 20l. per fm., and the eastern end 25l. per fm. The end driving west of eastern cross-cut is worth 10l. per fm. We have not cut anything yet at the 70 fm. level, in the cross-cut driving north of Hawkins's shaft; the stopes in the back of this level are worth 6l. per fathom. The 60 fm. level, driving west of Michell's shaft on the north branch, is worth 12l. per fathom; the stopes in the back of this level are worth 7l. per fathom. Our tribute department is looking fair.—R. Polglase; S. Grose: Oct. 27.

WEST SORTRIDGE.—This mine is situate in the parish of Whitchurch, Devon, and adjoining the western boundary of that most valuable young mine, Sortridge Consols, the lodes of which go through the entire length of this sett: there are two other lodes running east and west—one a tin lode, from which they are breaking some good stones of tin in the 10 or deep adit level, which is now driving east on the course of the lode, by four men. There is a pitch set in the back of this level, to four men, at 9s. in 1l. There is a winze commenced sinking in the bottom of the shallow level, but the lode has not yet been taken down, the winze being a little to the north of the lode. There is a large heap of tinstuff on the dressing-floors. The stamps being now at work, you will soon have a parcel ready for market. I would advise paying more attention to costeaning, to prove the continuance of the Sortridge lode, as I am of opinion that it must pass through the entire length of the sett; this should be proved as quickly as possible, for I see no reason why this mine should not be found equally as productive as its neighbour, Sortridge Consols. We have already discovered one of their lodes, of a most promising character, and in a beautiful stratum of ground, exactly similar to that of Sortridge.—A. Bray: Oct. 25.

— We havenot cut the Sortridge lode yet, but the ground looks a little more likely for it. The 10, on the tin lode, is producing saving work for tin; the lode is about 5 ft. wide. The pitch in the back of this level is yielding average work.—J. Pryor.

WEST WHEAL ROBINS.—The cross-cut here is still driving south by two men; the ground is easy for driving, and is still traversed by frequent branches of spar, mundic, and spots of copper ore; these are favourable indications of a lode being near at hand.—W. George, Jun.

WEST WHEAL TOWAN.—Some fine stones of tin have been broken in the 40, east of Taylor's shaft, on Wheal Lushington lode, in the past week, which we consider to be a good indication of a bunch of tin near at hand. In the 45, west of Caroline's, Wheal Tye lode has almost formed a junction with Langdon's lode, which will heave Wheal Tye lode about 4 fms. north; we have set to drive in that direction, and expect to cut in this this month. We have holed the winze sinking from the 25 to the 35, west of Vivian's, on Taylor's tin lode, and have set the ground east and west of the winze on tribute. Taylor's tin lode, in the 35, west of Vivian's shaft, is 1 foot wide, composed principally of mundic, spotted with tin, and will pay for working at 10s. in 1l tribute. In the 25, west of Vivian's, Taylor's tin lode is in a disordered state, being split into branches; if the lode in this level does not improve soon, we would recommend to drive north, to cut Wheal Tye lode, west of the junction with Middlework's lode. At Kite's shaft, in the 25 cross-cut, we have cut another small branch, spotted with copper ore, and as we have had no instructions to stop at this place, and the water is still coming out strong from the end of the cross cut, we have thought best to drive it a little further. We are sorry that the principal objects we had in view have hitherto proved a failure, yet we think that there are four points which ought to have a further trial—viz., 1. The 40, east of Taylor's, on Wheal Lushington lode: from all we can learn, as we have reported before, there was a fine course of tin east of cross-course, in Wheal Lushington, and it made home close to the cross-course, but the cross-course was not cut through, and as we have a large kindly lode in the 40, which is at times producing good stones of tin, we think there is a very great chance of discovery at this place.—2. After we have communicated the 45, west of Caroline's, to Vivian's shaft, to sink Vivian's another level, where we expect Wheal Tye and Taylor's tin lodes will separate from Middlework's lode, as these lodes made plenty of tin above the junction, there is great probability that they will make tin again below.—3. To continue the driving of the 25 west of Vivian's, on Taylor's tin lode, a little further, then cross-cut about 8 fms. north, to cut Wheal Tye lode west of the junction; as we have had good tribute ground to the west, there is every reason to believe that it will make again to the west.—4. As we suggested in our last report, to sink Kite's shaft another level, to prove Taylor's copper lode 10 fms. deeper, and also to cross-cut north in that level, to cut Wheal Tye lode, which will be 20 fathoms deeper than has been seen before. We think these four places might be satisfactorily proved in 12 months from this time, by an outlay of 120l. per month, and should any of these places prove productive, it might meet the outlay altogether. I leave these suggestions for your consideration.—Oct. 31.

WHEAL ARTHUR.—North Lode: In the 50 west the lead lode has been cut through, and upon which we have driven north 2½ fms., where the copper lode has been met with, but the north wall is not yet reached. The lode is letting down a large stream of water; at present it is composed principally of capel and stones of ore. We have driven only 5 fms. in the 35 west since last meeting, and which has yielded on an average 3 tons of ore per fm., worth 6l. per ton; the lode in the end is of the same value. We have about 11 fms. more to drive to the boundary of Wheal Edward. The lode in Joryef's stope, in back of the 35 west, is 3 ft. wide, worth 12l. per fm.; price for stoping 12s. per fathom, 20 fms. stent. The lode in Rook's rise and stope, in back of the 35 west, is 3½ feet wide, worth 12l. per fm.; price for stoping 12s. per fm., month's stent. The lode in Bant's stope, in back of the 35 west, is 3 ft. wide, worth 12l. per fm.; price for stoping 10s. per fm., 12 fms. stent. The lode in Knight's stope, in the back of the 50, west of Palmer's winze, is 5 feet wide, worth 15l. per fm.; stoping by six men, at 5s. per fm., 8 fms. stent. There are 11 pitches working in back of the 20, 35 and 50 fm. levels, by 29 men, on the north lode, for October and November months, at an average tribute of 7s. 6d. in 1l. We consider the 50 will occupy us two years to reach the western boundary.—Old Lode: The 90 east continues unproductive, but the ground is more easy. Our object in driving this level is to unwater the eastern old mine, in the valley, where there is an engine-shaft sunk 62 fms. from surface, or 40 fms. below the 50, or adit level, and other extensive workings, from which large quantities of both tin and copper ore have been extracted. It is well known that there is a considerable extent of backs not taken away in this part of the mine, and the engine-shaft is 22 fathoms deeper than the botton level. It is, therefore, a matter of great importance to push on the 90 east. It is, however, impossible to say when the eastern mine will be unwatered, but we suppose in about eight months. In the 90 west 10 fms. have been driven on the lode, which has been for the most part unproductive; this end is stopped. Since last meeting, we have fixed in the 90 a 40-fms. 12-in. plunger-lift, and commenced sinking the engine-shaft on the course of the lode below this level by nine men, at 22l. per fm. We hope to reach the 100 by the end of January, and in the meantime we are rather sanguine of meeting with a productive lode. We have completed the flat-rod shaft to the 50 cross cut; and as the ventilation in the 50 west, on Watson's lode, is good, the driving on this lode, instead of the 90 west, old lode, is resumed by two men, for the present, at 8l. per fathom, 1 fm. stent, or cut through a cross-course now in this end. About 10 fms. have been opened upon this lode, which is 6 ft. wide, containing a quantity of mundic, and small stones of ore. September ore was sold at public ticketing at Truro, on the 19th inst., and which weighed 233 tons, realising 1263l., including carriage. We sampled October ore on 27th inst., computed 255 tons.—T. Carpenter; W. Watson: Oct. 30.

WHEAL GUSKUS.—The sumpmen have completed cutting plat, &c., in the 60 fm. level, and commenced driving west on Guskus lode, which is producing tinstuff of good quality; in driving about 6 ft. further west we expect to intersect Martin's lode. Guskus lode in the 50 fm. level, west from the engine-shaft, is 1½ ft. wide, producing stones of tin. This lode in the 40, east from the said shaft, is 1 ft. wide, producing low-priced stamping work. In the winze sinking from the 40 to the 50, west from the said shaft, it is 1 ft. wide, worth 7l. per fm. for tin. In the 30, east from Francis's shaft, it is 1½ ft. wide, producing fair priced stamping work. Martin's lode in the 20, west from Reid's shaft, is 1 ft. wide, worth 5l. per fm. for tin. In the 10, west from the said shaft, it is disordered by a slide—at present unproductive. Stainsby's lode in the 10, west from Stainsby's shaft, is 1 ft. wide, producing copper ore of good quality.—J. Reed: Oct. 30.

WHEAL HAMMET.—The lode in the adit end east is now full 3 feet wide, and is composed principally of white prian, intersected with mundic and spar, a very promising lode for ore in depth; present price for driving, including every expense, 45s. per fm.—W. George, Jun.

WHEAL KITTY (St. Agnes).—The lode in the engine-shaft, below the 54 fathom level, is 2 feet wide; on the south wall is a leader 6 in. wide, producing good stones of tin. The lode in the 54 fm. level, east of the engine-shaft, is 2 ft. wide, worth 15l. per fm. The lode in the 44 fm. level, east of the engine-shaft, is 2 feet wide, worth 9l. per fm. The lode in Sunny Corner shaft, below the 24 fm. level, is 1 foot wide, worth 4l. per fm. In the past week, we finished clearing and securing the 12 fm. level, east of Sunny Corner shaft. In the level below we have several pitches working further east than the present end; in one of them, the back is 10 fms. high, where they, in the former working, raised a great quantity of tin; we, therefore, think it advisable to extend this level to open tribute ground, and ventilate the eastern part of the mine. The lode in the tip-plat, west of Holgate's shaft, in the 54 fm. level, is 2 feet wide, producing stones of tin. We have not as yet cut the lode in the 44 fm. level cross-cut, west of Holgate's shaft. The ground is favourable for driving in the 24 fm. level cross-cut.—T. Bray: Oct. 28.

WHEAL LUDCOTT.—Having finished the bob-pit, to which reference was made in my last report, we have resumed driving the adit level on the eastern or Wheal Wrey lode, which only took place yesterday, and is yet without change. With reference to our other operations, I can only repeat what has been previously stated—that is, we are proceeding with them, in general, with the least possible delay, but the erection of the engine in particular, the reservoir for which is completed; and next week, all being well, we intend to commence the fixing of the pitwork.—R. Knapp.

WHEAL MARY ANN.—The plat is completed at the 120 fathom level, Pollard's shaft; and the cross-cut is extended 4 ft. towards the lode. The lode in the 110 fm. level, south of Pollard's shaft, is 3 feet wide, worth 23l. per fm.; in the same level north it is 2½ ft. wide, worth 10l. per fathom. In the 100 fm. level north it is 2½ ft. wide, worth 12l. per fathom; in the same level south it is 3 ft. wide, worth 14l. per fm. On the eastern part of the lode at this level, south of the shaft, it is 2 ft. wide, worth 9l. per fm. In the 90 fm. level, south of the shaft, it is 4 ft. wide, worth 18l. per fathom; in the same level north it is 3 ft. wide, worth 12l. per fathom. Clymo's engine-shaft is sunk 56 fms. under the surface. The stopes and pitches throughout the mine are producing much as usual.—P. Clymo, Jun.: Nov. 2.

WHEAL ROBERT.—The lode has undergone no change since last week. It is still large, and to all appearance likely to improve.—W. Neill: Nov. 2.

WHEAL SAMSON.—We have intersected another branch in the shaft dipping towards the lode, composed of beautiful spar and spots of lead; we are now getting very near the lode, and if it holds down regular, as we see it at surface, I have reason to believe we shall find it much improved; but the water is very quick, the shaft being now under sea level.—John Spargo.

WHEAL TEHIDY.—The lode in the diagonal shaft, sinking below the 70 fm. level is producing good stones of yellow ore, and the ground is favourable for sinking. The lode in the different places now working has but a small amount of alteration.—Daniel Lanksbury: Oct. 28.

WHEAL TRELAWNY.—We have suspended the sinking of Smith's shaft for the present. We have not taken down any of the lode at the 108 fathom level since last week; we are driving in killas by the side of it, and hope soon to be able to report its value. In the 98 fm. level, north end, the lode is 2½ ft. wide, worth 5l. per fm; in the same level, south end, the lode is small and poor at present, but we are expecting an improvement here shortly, as there is a good orey lode going down in a winze a few fathoms before this end. No lode taken down in the 88 fathom level, north end, since last week. In the 78 fm. level, north end, the lode is 2 feet wide, worth 5l. per fathom. In the 55 fm. level, north end, the lode is 1 foot wide, worth 7l. per fathom. Chippendale's shaft is sunk 6 fms. 2 ft. below the 78 fm. level; no lode taken down in this shaft since last week.—South Mine: We have commenced driving in killas by the side of the lode, in the 120 fathom level, north end. No lode taken down in the 120 fm. level, south end, since last week. In the 107 fm. level, south end, the lode is 3 ft. wide, worth 12l. per fm.; the lode in the rise in the back of this level is 2 ft. wide, worth 16l. per fm. In the 92 fm. level, south end, the lode is 1½ ft. wide, producing about 12 cwts. of copper ore per fm.; in the winze sinking in the bottom of this level the lode is 2 ft. wide, worth 10l. per fm. The stopes and pitches are much as usual. We have sampled to-day a parcel of lead ores, computed 63 tons.—William Bryant: Oct. 31.

WHEAL TREMAYNE.—At the Boundary engine-shaft, in the 103 fm. level, east on Allen's branch, there is no change to notice since last report, the branch being poor and the ground hard. The stopes in the back of the 90, east and west of Allen's shaft, on Allen's branch, are worth 7l. per fm. In the 73 cross-cut, south of the same shaft, towards Wallis's lode, the ground is good for driving, and showing strong indications that we are near the lode, being mixed with stones of tin and spots of copper ore; the stopes in back of the same level, east of shaft, on Allen's branch, are worth 9l. per fm. The stopes in back of the 53, east of the same shaft, on Allen's branch, are worth 12l. per fm. At Arthur's shaft, on the south lode, in the 70 east, the lode is 14 in. wide, producing low price tinstuff. In the 50, east of flat-rod shaft, on the same lode, the men are still engaged cross-cutting south, to intersect the south part of the lode; the stopes in back of the same level, east and west of shaft, on the north part of the lode, are worth 3l. per fm. The winze sinking under the 40, east of the same shaft, is suspended for the present, in consequence of water, the ground not being sufficiently drained; the lode in bottom of said winze is 2 ft. wide, worth 12l. per fm.; the stopes in back and bottom of the same level, east of same shaft, are worth 3l. per fm.; the stope in bottom of same level, to let down water, is completed, and the men belonging to the stope will commence clearing and securing the same level east, where we hope to open some tin ground. Since last report we have engaged a pare of men for the purpose of clearing and securing the 70 fm. level, west of the new engine-shaft, on the south lode, preparatory to driving the same, to let down the water in Wheal Margaret part of the mine. Another pare are engaged fixing whim, repairing ladder road, &c., which will be completed next week, and the men commence driving the 30 fm. level, west of west whim shaft, on the south lode, through the flookan, and driving the same level, south of Painter's shaft, on the caunter lode, to intersect the south lodes.—R. Williams; H. Rogers; J. Williams.

WHEAL TRISTREM.—The engine-shaft is sunk 10 fathoms below the 52 fathom level, and after we have sunk 2 ft. deeper for a fork, we shall commence to drive a 62 fm. level. In the 52 end east the lode is split, and at present we are driving the end in killas, on the south side of the lode. The rise is up 7 fms. above the back of this level, where the the lode is 6 ft. wide, and producing tin. The lode in the 40 end west is 4 feet wide, producing fine stones of tin. The 40 cross-cut south, and the 28 cross-cut south of the east end, are without alteration. In the 28 fathom level, the men have not been able to work in the east end on the new lode for the past week, in consequence of the air being bad, but we are now putting in air rollers, which will be completed in a few days. The ventilation will then be good, and we shall be able to drive both east and west on this lode. The stamps engine was put to work on Tuesday last, with 12 heads of stamps; it is a first-rate engine, and works admirably. On Tuesday next we shall have 24 heads at work.—J. Jenkins: Oct. 31.

WHEAL UNITY.—In the 82 fm. level, east of engine-shaft, the part of the lode we are driving on is 4 ft. wide, of a kindly appearance, producing tin, with some very good stones of copper ore, and at present worth from 4l. to 5l. per fathom. The lode in the 70 fathom level east is about 2½ feet wide, producing tin, and worth 6l. per fathom. In the 60 fathom level east the lode is 2½ feet wide, producing saving work for tin. It will be perceived by the settings that most of the tribute pitches are at the back of this level, ranging from the east of engine-shaft to the east of No. 1 whim-shaft. The 50 is now about 14 fms. behind the bunch of ore gone down in the bottom of the 30; the lode in the end, driving towards this bunch, is from 1 foot to 18 in. wide, occasionally producing some stones of good copper ore, and worth about 3l. per fathom for tin. In the 30, the lode in the end going east of No. 2 whim-shaft (now about 10 fms. behind the Clowance caunter) is 2 ft. wide, composed of spar and gossan, with other crude minerals, and occasionally producing stones of copper ore. The lode in the 20, east of No. 2 shaft, is also 2 ft. wide, very much in character like the lode in the 30, and at present unproductive. Black tin sold on the 28th instant, 3 tons 19 cwts. 0 qrs. 22 lbs., at 60l. 2s. 6d. per ton=238l. 1s. 8d., with the tin bill, &c., will be sent you by to-morrow's post. We have sold 13 tons 15 cwts. of arsenic this month, at 1l. 15s. per ton=24l., not yet paid for. Your favour, covering cheque for 300l. 1s. 4d., to make our pay on Saturday, duly came to hand, which has been applied to that purpose; the receipted pay-sheet, as voucher, will be conveyed to you by this post.—W. Thomas: Oct. 33.

WHEAL UNY.—The sumpmen have not done much in the 60 since I last reported on the mines; I was obliged to put them to repair Cock's shaft, which had got very much out of order: we hope to draw from the 60 next week. In the 50 cross-cut south, east of the engine-shaft, we have cut into the lode about 3 feet, and find it to produce work of about 3½ cwts. of tin per 100 sacks; we have set to drive east for 13l. per fathom. We have not succeeded in finding much tin in the 40, east of Cock's shaft, but shall still go on driving east towards some tin ground gone down under the 30. We have no change worthy of notice in our tribute pitches or tutwork stopes. We are still going on cutting down the inclined shaft, and hope to get it in order to lay in the rails in a week or two. We sunk last month in the new shaft 2 fms. 3 ft. 7 in.; this shaft is nearly down to the adit; we have four men driving towards the shaft at the adit level, and hope to hole in a month. We have suspended the driving of the 30 end, on the copper lode; in about a month from this time we expect to have water sufficient to work our water-wheel, which is used to blow in air; we shall resume the driving of this end as soon as we have air to do so. At our dressing-floors we are doing all we can in the way of covering, &c.—J. Rowe: Oct. 28.

WHEAL VENTON.—The 30 fm. level south has been driven 5 fms. 1 ft. during the past month, and is now set at 4l. 5s. per fm.; the ground is as last reported. The 30 fm. level north has been driven 3 fms. 1 ft. 6 in., and is now set at 3l. 10s. per fm.; the ground is easy, and producing some very good saving work.—W. George, jun.

WHEAL WHITLEIGH.—The 72 is extended north and south 12 fms., through a lode from 4 to 5 ft. wide, with lead disseminated throughout; in the present ends the lode retains its kindly character, and continues to yield rich work; this level has so far proved much better than the one above; the lode is more regular, better defined, and contains lead of an improved quality. In the 52 north the lode is improving in size, and producing saving work. The stope in the back of the 62 is not quite so good as formerly. We sampled on Saturday last about 20 tons of rich silver-lead ore.—J. Puckey; J. Grose: Nov. 2.

WHEAL ZION.—The lode in the engine-shaft is gradually improving; now producing a ton of ore per fm. The lode in the 68 fm. level, east and west, is much as last reported, producing good stones of ore. No alteration to notice in any other part of the mine. We sampled last Friday, at Calstock Quay, a parcel of ore, computed 35 tons, and are now dressing and preparing another parcel.—J. Bray: Nov. 1.

YEOLAND CONSOLS.—The Roborough shaft is sinking in a satisfactory manner, but the lode in the bottom is not quite so good as a few days since. This, however, is I hope a change of short duration, and that it will soon become as productive as before; the character of the lode is still good. The lode in the 46 east has also fallen off in quality. I had, it seems, too confidently hoped that the piece of dead ground passed through in the upper levels had been unbottomed in this level; but I find my mistake by finding we are in poor ground. It has, however, very much shortened; and I hope we shall soon get through it to a better piece of lode, which we know to be a little ahead. Changes of this sort in a mine when there are no reserves to fall back on, make a sensible difference in the returns at once, especially when sales are monthly, as in this mine. I think, however, notwithstanding this falling off, that we shall nearly meet our working expenses for the month.—R. Williams: Nov. 2.

FOREIGN MINES.

LA FORTUNA MINING COMPANY:—

Linares, Oct. 23.—At Canada Incosa, we are proceeding with the engine, though but slowly. We continue sinking Addis's, O'Shea's, and Judd's shafts under the first level. In Los Salidos, we are fixing the whim on Brown's shaft, which will be finished in a few days. Morris's whim-shaft is being sunk. We hope to resume the sinking of the engine-shaft and Brown's shafts under the water level by aid of the whims. The masons are proceeding fairly with the new smelting-works.—H. Thomas.

ROYAL SANTIAGO MINING COMPANY:—

Cobre, Sept. 21.—We finally got through the run at Taylor's shaft on the 17th inst. sufficient to allow us to commence drawing ore stuff from the mine. We have still to put in some bearers and several sets of timber; but this can be done, and is doing, without stopping the steam-whim from drawing. The lode in Taylor's shaft continues the same as last reported. The men are getting on as well as can be expected with the sinking of this shaft. In the 62 fm. level west the lode is as large as formerly, but the north part is not so good as per my last. The south part is now the best; notwithstanding this, there is considerable ore stuff broken in this end. In the 56 fm. level east there has been no alteration for the week. In the winze sinking from this level there is a good lode, which will produce 4 to 5 tons per fm. The stopes below the 44 fm. level east continue as last reported. We have commenced this day to sink Perseverancia shaft to the 44 fm. level. At Angelita, the 10 fathom level west is again improving. A stone of grey ore is come into the south part of the lode; this end has a better appearance than last week. In the 10 fm. level east there is no alteration whatever to mention. The adit level east is also improving a branch of grey ore, 6 in. wide, has been cut in the middle of the end; the adit level

west is as before mentioned—the ground apparently changing. In the winze below the adit, west of Discovery shaft, there is no alteration whatever; in the back of the adit, west of Discovery, the stopes still continue producing some good grey ore.

Sept 23.—At Taylor's shaft the lode is as mentioned in my former letters of 14th and 21st inst.; but the water is very quick indeed. The engine must always be kept working to be able to keep the water in fork. In the 62 fathom level east the lode is 3½ ft. wide, of good yellow ore; this end is now from the shaft 5 fms. 2 ft. The lode is not so large as formerly—being now about 6 ft. wide, but contains more ore; these levels you will see are 5 fms. each way, and all through ore, and no sign of its being cut off as yet. Yesterday morning, a huge stream of water was coming from the north side of the level; and to prove if anything was to be found there, a hole was shot into it, which turned out some stones of ore; but as yet we cannot see much of it. In the 56 fm. level east the lode is 3 ft. wide. We shall commence to-day to rise up in the back of this level to communicate with the winze coming from the 44 fm. level stopes; we will then have better air, and more facility in breaking the ore. In the winze sinking from this level (the 56) the lode continues as formerly reported. In the stopes below the 44 fm. level east the lode is not so large, nor quite so good as formerly, although still producing well. The 44 fm. level west is driving by free labourers; there are strings of mundic and ore in the middle of the end cut in the last two stems. We will soon see if they will lead to any thing. Perseverancia shaft, reported in my last to have been resumed on that date, has not been touched, as the Englishman we had depended on putting there was taken unwell; but we have every thing in readiness to commence as soon as we can spare one to put there. At Angelita, the 10 fm. level west is as last reported. The stone of grey ore continues in the end, but has not improved. In the 10 fm. level east there has been no improvement. In the adit end west the ground is changing from a white clayey country to a hard gossan. The adit end east is as last reported; very little improvement has taken place in the past week. In the winze below this level there is no alteration. We still continue breaking some grey ore from the back of this level, west of Discovery.

ST. JOHN DEL REY MINING COMPANY:—

Morro Velho, Sept. 18.—Produce for August, 330,64 oits., equal to 317·645 lbs. troy, derived as follows:—From stamps, 30,322 oits.; arrastres, 1707 oits.; new strakes, 317 oits.—from 7092·8 tons of stone, yielding 4·360 oits. per ton; Lyon's separation, raw stone, 350 oits.—from 50 tons, yielding 7 oits. per ton; ditto burnt, 137 oits.—from 80 tons, yielding 2·740 oits. per ton; Patten sand and stone, 202 oits.—from 4 tons per day, yielding 1·044 oits. per ton; arrastres on burnt stone sand, 6 oits.; overplus from July remittance, 23 oits.=33,064 oits. The second experiment on the roasted stone has turned out more unfavourable than the first, for while it yielded 2·740 oits. per ton (being almost exactly the same as in the former trial), the raw stone taken from the same heap with which it was compared yielded 7 oitavas per ton, having been of decidedly superior quality to that employed in the first. There is still a portion of the roasted stone sand reserved to be treated with chlorine, and when that is done, I have desired Mr. Reay, the officer in charge of the reduction department, to furnish me, for the information of the board, a full report of the several experiments.

Produce for August, 33,064 oits., less duty 5 per cent., 1653 oits.=		
32,411 oits., at 7s. 8d.	£12,640	17 8
Cost, Rs. 6212 663, at 2s. 3d.	6,998	18 6
Profit	£5,041	19 2

Stamps working the month of August, average 127·92 heads; working with 129 heads, 30·74 days. The duty done has been something less, from the falling off of the water at this season, and from the same cause the arrastres also have been doing less duty. The stone has improved considerably in quality, and its value has been still further increased by our being enabled to throw out 241½ tons of poor killas, as the supply from the mine has been sufficient for the stamps. The number of free natives employed at the mine continues to be very satisfactory, as will be seen from the entries in the diary. Gold extracted to date, 10,179 oits., from 556·39 cubic feet of sand (result of 10 days' stamping), yielding 18·29 oits. per cubic foot, and of 2363·2 tons of stone =4·308 oits. per ton.

UNITED MEXICAN MINING ASSOCIATION:—

Extracts of despatch from the commissioners to the secretary in London, dated Guanaxuato, September 29th:—

Mine of Jesus Maria y Jose.—The operations of the month in this mine may, upon the whole, be considered as having produced favourable results. The most interesting features are the continuance of good ore at an increased depth, and the hopeful aspect of the farthest advanced point to the north, both of which, considered relatively to the future speculation of the mine, may be looked upon as encouraging. The inclined pozo of St. Francisco Javia having communicated with the level of San Juan soon after the dispatch of the last report, it has been continued below that level, following the same inclination, which will bring it under the pozo of San Hilario, a work for the present suspended. In this inclined pozo 6¼ varas have been driven in a wide and promising vein, of which about one vara in width is in ore. The level of San Juan, to the north-west, has been carried forward 16¾ varas, principally in poor vein, which, however, continues improving in its aspect. The vertical pozo of San Francisco Javier to connect with the level of San Juan, having been freed from water, has been recommenced and driven 3¼ varas; it at present contains about ⅔ of a vara in width of ore. The extraction of the month has averaged about 100 cargas weekly, which have been sent to Dolores for reduction. The only drawback has been an increase in the quantity of water, which proceeds principally from the frente of San Juan, and somewhat embarrasses us in the pozo below the level. A work will be, however, commenced which, it is to be hoped, will enable us to extract the water both expeditiously and cheaply, and serve until the projected work of a new shaft be carried into effect.

Mine of La Trinidad.—At the date of the last report the commencement of three pozos was advised, which were undertaken to explore the nature and value of an equal number of patches of ore, passed through in the level of S. Andres. In the first of these, El Carmen, opened about 6 varas north of the shaft, 12½ varas have been driven. The ore at first was hard and poor, but as we have gone down upon the vein it has much improved in quality, though the quantity is but small.—San Luis: The second pozo is about 25 varas north of Carmen, and was opened to inspect a narrow thread of ore, rich in silver and gold. This thread had died away, leaving only occasional and narrow traces in the vein; but in the last few days it has begun to reappear in the bottom of the work-ing. The lode in this point is 6 varas broad from wall to wall, the rock both favourable and promising, and the exploration, will therefore, be continued, with the hope that the ore may widen out and improve. The distance driven in this work has been 19½ varas. The third pozo is called San Albino, and has advanced in the month 21½ varas. It is situated 135 varas north of San Luis, in equally broad vein, but the ore poor. The water gives us but little trouble, and seems to have decreased.

Zacatecas Claims—Indemnity.—The only sum received towards the liquidation of the indemnity has been $857 21, from the Custom-house at Tampico.

Quicksilver.—The price of this article remains at $94 per quintal. The stock on hand is that in use at Dolores—viz., 9994 lbs. 11 ozs.

Finances in Merico.—The usual monthly statement of receipts and expenditure, brought down to the 23d inst., shows an actual cash asset in hand of $8378 0 2, subject to the usual liabilities.

THE WILDBERG MINING COMPANY:—

Oct. 27.—West Mine.—The Blumengang lode, driving east from the winze, will produce 11⅛ tons of silver lead ore per fm.; the stopes, 12 tons per fm. The lode driving east from the south cross-cut, in the deep adit level, will produce 2½ tons of silver-lead ore, and 1 ton of good copper ore per fathom. We have commenced driving west on the same lode, which will at present produce some good saving work.

East Mine.—The Weitung stopes in the back of the 20, east of Michael's shaft, will produce 3½ tons per fm. The Unverhoftesgluck lode, driving west from Michael's shaft, will produce 3½ tons per fm., the stopes 4 tons per fathom. We have made a new discovery this week in the old adit level, east of Michael's shaft—a branch of lead ore, which will yield 2 tons per fm., and appears likely to develope a considerable extent of ore ground. We are cross-cutting in several places among the old men's workings. The lodes here are very wide, and are frequently divided into separate layers by partings or veins of clay-slate, which have in many cases been taken by the old men to be the country, or the walls of the lodes. By cutting through these slate layers we may open ore ground which, it appears to me, the old men have passed by, and the above-mentioned new discovery is of this kind. Carter's engine-shaft is sunk from surface 30 fathoms, and is well secured. The timber work of the roof of the new carpenters's shop will be ready for putting on by the middle of next week. We have commenced putting up the shell of the large new barrack. Not having had sufficient masons this week for all our new buildings has prevented our completing the walls of the engine-house. The metalling of the new road is completed within a short distance of the smelting works. A small part of the engine work has arrived on the mines, and other portions are on the road.—J. M. Champion.

Oct. 31.—This has been a fortunate day at Wildberg, and I hasten to give you a short sketch of what has taken place. In the back of the 20 fathom level, west of Michael's shaft, we have cut into a course of lead ore, worth 40*l.* per fathom; having only driven 2 ft. upon it, I cannot say anything as to its extent. The ore was reached by a short cross-cut, only 3 ft. in length, from the old workings. The previous new discovery in the adit level, east of Michael's shaft, has proved to be worth 5 or 6 tons of lead ore per fathom. The Weitung stopes are looking better than we have before seen them. The east mine bids fair very shortly to prove the productiveness of the west mine (Blumengang). Arthur Dean.

Latchley Consols.—The indications of this young mine would appear to amount to an almost certainty of success. On Friday last 10 tons of good quality copper ore were sampled, which will enable the mine to appear under the head of those having sold ores. The mine is well situated, being within 200 fms. of the celebrated Devon Great Consols; and it is believed by all practical men who have seen it that it will shortly return immense profits to the fortunate shareholders. The ore now sampled was taken from the lode when cut into in the 20 fathom level. The shaft is now being sunk to the 30 fm. level; at this point the north lode will form a junction with the main lode; and should the indications continue to improve as in the previous 20 fms., a deposit of no ordinary value may be reasonably expected, and the shareholders' very sanguine expectations realised. There are many enquiries for shares: nearly the whole number is held by four gentlemen, residents of the neighbourhood, who are desirous of working the mine with that spirit which it deserves.

Mining in Ireland.—Mr. Thomas Pim, jun., has agreed with Mr. O'Flaherty for a lease of the lead mine lately discovered in the demesne of Lemonfield, and operations have commenced.

Discovery of Coal and Iron Mines in Portugal.—A letter from Lisbon, under date Oct. 29, says—"An English gentleman, named Croft, who has been long resident in this country, whilst engaged in looking out for a saitable tract of land to be planted with the Purgueira tree, from the nut of which oil is extracted, has accidentally discovered a large coal field of several square miles, as well as another of equal extent, richly impregnated with iron, between Batalha and Leiria, at a distance of about 70 miles from this city, and has already secured from the Government the exclusive right of exploring both. Both coal and iron are of the best quality, are very abundant, and come up close to the surface. I have a promise that I shall be enabled by next mail to give the full particulars of this most important discovery, which, if turned to account, will form the commencement of an era of prosperity to this country."

Large Contract for Iron Plates.—Government has entered into a contract for the manufacture of about 2000 tons (worth 50,000*l.*) of enormous slabs or plates, made of the best scrap iron, with which powerful floating batteries are to be covered, so as effectually to render them proof against the heaviest shot the Russians can throw. These plates vary from 8 to 12 feet in length, are from 21 to 36 in. broad, and about 4½ in. thick. Each plate will weigh from about 1½ ton to upwards of 3 tons; and, after being fitted, they are to be bolted to the outside of the floating batteries. From experiments, it appears that iron-plates of the scantling here mentioned not only resist the heaviest shot, but break them in pieces when they strike. So urgent are the authorities to have the batteries ready for active operations against Russia in the spring, that the contract has been divided amongst the principal makers in Glasgow, Newcastle, Lowmoor, and other places in the north of England.

STATISTICS OF THE PRODUCTION OF IRON, IN THE NORTH OF ENGLAND DISTRICT.—Nov. 1, 1854.

Sir,—It may be interesting—if not indeed necessary, in order to correct the extravagant and delusive estimates current respecting the production of iron in the counties of Northumberland and Durham—to publish the under-noted statement, furnished by reliable authorities, of the actual position of the make of iron in that district, which, we believe, will be found accurate.

It will thus be seen that we have a total output, from English furnaces north of the Humber, of about 346,000 *tons* of pig-iron, instead of the *imaginary* quantity of 500,000 *tons*—so easily arrived at on paper, but not so readily produced in point of fact, while colliers are being paid 1*s.* *per hour* for their labour. You will perceive that the furnaces called into existence by the Cleveland ironstone—of which so much is now said and written, but the quality of which is understood to vary considerably—are marked C in the list; and you will find them 29 in number.

Many of the old furnaces consume Cleveland stone, a circumstance in no way affecting the total output, because they would have produced as many tons of pig-iron from other stone, and did so, we apprehend, for many years before this discovery, while several others in the list never avail themselves of Cleveland stone at all, their position rendering other stone more economical. It, therefore, follows, that in any calculation of the actual result *upon the market*, from the discovery and utilisation of this mineral, we are only bound to take into account, at present, the output of these 29 furnaces, marked C, which, taken at an average to produce each 130 tons, gives a total of 3770 tons per week, or under 200,000 tons per annum. Before presuming even upon this supply of pig-iron coming forward, we must not forget the contingency of getting coal in anything like a sufficient quantity to keep the furnaces going, inasmuch as several now in blast have had their make curtailed considerably from the difficulty in question, one rather likely to increase than to diminish. Certainly, by the aid of magic, speculators' brains may make iron very fast, when it is thought desirable to "*bear*" the market; but, unfortunately, the metal thus eliminated is not of a kind that will serve, either to encase with "armed mail," four inches thick, the floating batteries, destined to go under the walls of Cronstadt—or to constitute that better bond of railway communication, that we may hope is yet to encircle and civilise a world at peace.

G. Bailey Toms and Co.

Albion-chambers, Nov. 3.

ENGLISH BLAST FURNACES AND ROLLING MILLS NORTH OF THE HUMBER.

Name of firm.	Name of works.	In blast.	Out of blast.	Total.	Pig-iron.	Mallea. iron.
					Tons.	Tons.
Derwent Iron Company	Consett	5	2	7	700	600
Ditto	Crookhall	6	1	7	800	...
Ditto	Bradley	3	1	4	450	...
Ditto	Bishopwearmouth	...	...	...	...	500
Bolckow and Vaughan	Witton Park	4	...	4	500	300
Ditto	Middlesbro'	3	...	3	400	300
Ditto	Eston	6	...	6	750	...
Ditto	Eston	2	1	3	250	...
Bell Brothers	Clarence	3	...	3	400	...
Ditto	Pelling	2	...	2	260	...
Ditto	Wylam	1	...	1	120	...
Losh, Wilson, and Bell	Walker	4	1	5	560	300
J. Carr and Co.	Tyne Main	...	2	2	...	...
Weardale Iron Company	Towlaw	4	2	6	500	...
Ditto	Stanhope	...	1	1	...	...
Ditto	Spinney Moor	...	...	...	...	300
James Wakinshaw	Monkwearmouth	...	...	...	...	60
Hawks, Crawshay, and Co.	Gateshead	...	...	...	...	250
Tyne Iron Company	Jennington	2	...	2	180	30
Hareshaw Iron Company	Hareshaw	...	3	3	...	...
Bedlington Iron Company	Bedlington	2	...	2	200	150
Birtley Iron Company	Birtley	2	1	3	180	10
Gilkes, Wilson, Leatham, & Co.	Middlesbro'	3	1	4	400	...
Cochrane and Co.	Ormsby	...	4	4	...	...
B. Samuelson and Co.	Eston	...	2	2	...	...
Stockton Iron Company	Stockton	...	3	3	...	...
South Durham Iron Company	Darlington	...	2	2	...	...
Snowdon and Hopkinson		...	...	...	...	200
Total		52	27	79	6650	3050

SALES OF BLACK TIN.

BLACK TIN SOLD DURING THE QUARTER ENDING 30TH SEPT., 1854.

Mines.	Tons	c.	q.	lb.	Amount.
Drake Walls	68	0	0	0	£4734 19 10
Boscean	50	0	0	0	3388 5 5
Lewis	48	10	0	0	3143 17 3
Tincroft	48	10	0	0	2954 5 7
Great Polgooth	45	0	0	0	2854 18 6
Great Wheal Vor	39	0	0	0	2224 7 9
Wheal Uny	30	10	0	0	2024 17 4
Leeds and St. Aubyn	31	10	0	0	1981 12 1
West Wheal Towan	25	10	0	0	1750 12 6
Porkellis United	26	0	0	0	1649 0 6
Wheal Kitty (St. Agnes)	19	0	0	0	1238 6 6
Guskus	20	0	0	0	1293 13 8
Botallack	20	5	0	0	1264 7 7
Yeoland Consols	14	0	0	0	897 18 0
Wheal Enys	12	10	0	0	773 17 10
Wendron Consols	10	0	0	0	653 15 5
Wheal Trevelyan	10	0	0	0	638 18 9
North Levant	10	0	0	0	587 1 6
Bottle Hill	8	0	0	0	536 0 0
Wheal Trefusis	8	5	0	0	529 3 5
Treiyon Consols	7	5	0	0	472 7 6
Wheal Sidney	6	0	0	0	432 0 0
Tavistock United	6	0	0	0	412 10 0
West Wheal Jane	6	0	0	0	359 4 0
Trevenen	5	5	0	0	345 1 11
Phœnix Mines	5	10	0	0	324 10 0
Birch Tor	4	5	0	0	283 5 0
Wheal Unity	4	0	0	0	234 0 0
St. Aubyn and Grylls	3	10	0	0	224 18 0
Penzance Consols	3	0	0	0	184 13 0
Trebell	3	0	0	0	184 2 10
Ballewidden United	2	10	0	0	166 17 3
St. Austell Consols	3	0	0	0	159 3 8
Bosorn	2	0	0	0	136 2 0
Haytor Consols	3	0	0	0	132 14 10
Wheal Augusta	2	0	0	0	99 16 6
South Yeoland	2	0	0	0	99 8 10
Owlacombe	0	15	0	0	50 8 11
Holne Moor	0	10	0	0	22 12 6
Total	614	0	0	0	£39,533 16 2

We are compelled to publish this very incomplete account of the quarterly returns of tin, after many ineffectual attempts to procure the correct amounts from the several mines, some of them, we regret to observe, having absolutely declined giving us the particulars, as heretofore.

As yet our quarterly lead returns are imperfect, from similar causes; and we invite our readers to render us all the information they can thereon, so that we may insert it in next week's Journal.

Railway Traffic.—The traffic returns of railways in the United Kingdom for the week ending October 28th amounted to 369,152*l.*, and for the corresponding week of last year to 333,177*l.*, showing an increase of 35,975*l.* The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 169,093*l.*, and for the corresponding week of last year to 152,335*l.*—showing an increase of 16,758*l.* The increase on the Eastern Counties Railway amounted to 2714*l.*; on the Great Northern to 3276*l.*; on the Great Western to 2048*l.*; on the London and North-Western to 3165*l.*; on the London and Blackwall to 170*l.*; on the London, Brighton, and South Coast to 2888*l.*; on the London and South-Western to 1480*l.*; and on the South-Eastern to 1017*l.*—total, 16,758*l.* The receipts on the other lines in the United Kingdom amounted to 200,059*l.*, and for the corresponding period of 1853 to 180,842*l.*—showing an increase of 19,217*l.* In the receipts of those lines, which, added to the increase on the metropolitan lines, makes the total increase 35,975*l.* as compared with the corresponding week of 1853.

Railway Calls.—The amount falling due in the month of November is 831,637*l.*, against 1,239,976*l.* in the corresponding month of last year. The total "called" during the 11 months of 1854 has been 12,903,702*l.*, against 10,263,777*l.* in the like period of 1853.

Honour to an English Engineer.—The Royal Danish Railway has been opened by the King of Denmark in person. Tonning is now brought into communication with Hamburg; and the most fertile portions of Schleswig and Holstein, which comprise a large and important agricultural population, are now within an easy distance of the shipping ports. Until lately, the north of Europe could only be reached by long and tedious routes. The enterprise of our energetic countryman, Mr. S. M. Peto, M.P., has obviated these difficulties, and the romantic regions of the North are now accessible to tourists. At the opening of the railway, which was performed with all due pomp and solemnity, the King, after expatiating on the advantages which were likely to accrue to the country from this beneficial undertaking, invested Mr. Peto with the Order of Dannebrog, the most eminent distinction in the kingdom of Denmark.

Railway Smoke.—An action was brought in the Sheriff's Court at Perth, and verdict obtained, against the Midland Railway Company, for using coals in engines not consuming their smoke.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, Nov. 4, 1854.

		£.	s.	d.
COPPER.				
Sheathing and bolts	p. lb.	0	1	2
Bottoms	,,	0	1	3
Old (Exchange)	,,	0	1	0½
Best selected	p. ton	129	0	0
Tough cake	,,	126	0	0
Tile	,,	126	0	0
South American	,,	120	0	0
IRON.		per Ton.		
•Bars, Welsh, in London.		10	0	0– —
•Ditto, to arrive		9	10	0– —
•Nail rods		11	0	0– —
•,, Stafford. in London		12	10	0-13 0 0
•Bars ditto		11	10	0-13 0 0
•Hoops ditto		12	5	0-14 0 0
•Sheets, single		13	0	0-14 10 0
Pig, No. 1, in Wales		4	15	0- 5 0 0
Refined metal, ditto		5	0	0- 5 10 0
Bars, common, ditto		8	0	0- 8 10 0
Ditto, railway, ditto		7	0	0- 7 10 0
ditto, Swedish, in Lond.		13	0	0-14 10 0
Pig, No. 1, in Clyde..inf.		4	1	6- 4 2 6
LEAD.				
English Pig		23	0	0-23 10 0
Ditto sheet		24	0	0– —
Ditto red lead		24	0	0– —
Ditto white		27	10	0-30 0 0
Ditto patent shot		26	10	0– —
Spanish, in bond		22	5	0-23 0 0
American		none.		
FOREIGN STEEL.				
Swedish, in kegs..p. ton		17	0	0-18 0 0
Ditto, in faggots		18	10	0 20 0 0
English, Spring		23	0	0-24 0 0
Quicksilver	p. lb.	1	11-	2 0
SPELTER.		Per Ton.		
Foreign		24	10	0-24 15 0
To arrive		24	15	0– —
ZINC.				
In sheets		30	0	0– —
TIN.				
English, blocks		117	0	0– —
Ditto, Bars (in barrels)		118	0	0– —
Ditto, Refined		121	0	0– —
Banca		116	0	0-117 0 0
Straits		114	0	0-115 0 0
TIN-PLATES.†				
IC Charcoal	p. box	1	13	6- 1 15 0
IX Ditto	,,	1	10	6- 2 1 0
IC Coke	,,	1	7	6- 1 8 6
IX Ditto	,,	1	13	6- 1 14 6
Canada plates	p. ton	15	0	0-15 10 0
In London; 20*s.* less at the works.				
Patent Yellow Metal Sheathing (Muntz)	p. lb.	0	1	0
Wetterstadt's Pat. Met.	p. cwt.	2	2	0
Stirling's Non-laminating, or Hardened, Surface Rails	p. ton	9	0	0- 9 2 0
Stirling's Patent Toughened Pigs	Glasg.	—		- 5 5 0
Ditto	Wales	4	0	0- 4 5 0
Indian Charcoal Pigs in London		—		- 6 10 0

• In Liverpool, 5*s.* to 10*s.* per ton less.
† At the works, 1*s.* to 1*s.* 6*d.* per box less. In Liverpool, 6*d.* per box less.

Remarks.—There is little or no alteration in the state of our market; prices generally are much about the same as those inserted in our Journal of last week. No disposition is exhibited by merchants to extend their purchases beyond what they have actual orders for, consequently our market for exports is exceedingly quiet, as the demand from all quarters has very much fallen off lately.

Copper.—Consumers do not increase their stocks to any extent, and merely buy in such quantities as suit their present purposes.

Iron.—Rails are quite neglected, and may now be quoted at 5*s.* per ton less than our last quotation. Manufactured iron is also dull of sale; there is, however, no material alteration in the price. Scotch-pigs are in moderate request for shipment; the price has continued nearly the same throughout the week, ranging from 80*s.* to 80*s.* 6*d.* mixed numbers, cash. Our market here is extremely dull, nearly all the business now being done direct, Glasgow.

Lead maintains its value. The demand is but moderate.

Spelter.—Our remarks of last week are fully confirmed, and, as expected, sellers have given way 10*s.* per ton. The market remains very flat. The stock in warehouse here on the 31st Oct. is stated at 4274 tons.

Tin.—English qualities are rather quiet, more particularly bar tin. Straits is scarce. Banca quiet.

Tin-Plates.—A tendency to decline rather than otherwise.

Steel and Quicksilver without any alteration.

GLASGOW, Nov. 2.—Pig-iron, which was dull of sale on Monday and Tuesday, was more enquired after yesterday, and prices have rallied 6*d.* per ton. Mixed Nos. got to 80*s.* 6*d.* cash. To-day, not much doing, but steady at yesterday's prices. No. 1, g.m.b., 82*s.*; No. 3, 79*s.* 9*d.*; good American brands, 83*s.* 6*d.* to 84*s.* cash. Exports of Pig-iron from Ardrossan last week were—foreign, 1177 tons; coastwise, 1847 tons: total, 3024 tons. Clyde exports for last week—foreign (as entered at Custom House), pigs, 925 tons—value 3739*l.*; castings, bars, boilers, machinery, &c., 1100 tons—value 10,900*l.* The City Corporation are advertising for loans at 4 per cent. per annum. There was a statement here yesterday to the effect that a large manufacturing house in Forfarshire was down, with 90,000*l.* liabilities, and forgeries to the extent of 10,000*l.* Local trade not quite so brisk. Sheet zinc up 2*l.* per ton, but very little doing. No imports of the article into Scotland for some time. Railway and Bank shares dull, and in some instances drooping considerably in price.—Wm. Johnston, Metal Merchant.

LIVERPOOL, Nov. 2.—The demand for Iron is limited at present, and prices of all kinds are easier this week. Stocks are everywhere extremely light, and, with a revival of confidence, considerable orders would be given out. By the efforts of a few heavy holders the price of Scotch-pig is kept up, but the market is extremely dull, the purchases being confined to the supply of immediate wants. Tin-Plates are in rather improved demand, without any change in price. In other metals there is no alteration.

PARIS.—The demand for all descriptions of manufactured iron is more active; unmanufactured, however, has a tendency to fall rather than otherwise, coke being quoted 10 frs. lower than last reported. According to a statement published in the *Moniteur*, the stock of cast-iron for re-founding was not so large on the 1st October by nearly 5000 quint. métr. as it was on the 1st of the preceding month. The total quantity of pig-iron imported during the month of September was 48,886 quint. métr., of which 20,032 was from England; 21,783 from Belgium; and 7071 from other parts. This is nearly 20,000 quint. métr. less than it was for the corresponding month of 1853, although the importation during the first nine months of this year has been 89,552 quintals more than for the same period of 1853. The present quotations for copper are as follows:—English, 315 frs. to 320 frs.; Russian, 320 frs. to 335 frs.; Chilian, 296 frs.; Swedish, 317½ frs. to 322½ frs.; yellow laminated, 320 frs.; red laminated, 350 frs. to 355 frs. the 100 kilos. The importation for the month has been 3083 quint. métr. from England; 52 from Chili; and 4803 from other parts: total, 7938 quint. métr., being about 1500 more than in 1853; the increase from England was 2706, and the decrease from other parts 1250. At Amsterdam and Rotterdam the prices are well sustained, at 72½ fls. for Drontheim, and 80 fls. for Paschkoff. The reports respecting tin are favourable on the Dutch markets, and some kinds have risen in our own market; English is quoted 307 frs. to 310 frs.; Straits, 303 frs. to 305 frs.: and Banca, 305 frs. to 310 frs. Lead is still without alteration, and zinc has been influenced by the London market, and risen rapidly. The present quotations are:—Rough, 63 frs. to 64 frs.; Vieille Montagne, 66 frs.; and laminated, 70 frs. the 100 kilos. At St. Dixier, cast-iron for fusion has been better held, and several bargains have been made at 187½ frs., taken at St. Dixier. The demand for wrought coal iron is more animated, and a large order was refused by the ironmasters at less than 325 frs. The *usines laminoirs* have an abundance of commands, requiring prompt execution.

Mines.—The Share Market has been quiet this week, and prices have, in many instances, given way. South Tamars, although the mine looks as well as ever, have receded to 8*l.*, 8*l.* 10*s.*; Sortridge Consols, 3*l.* 15*s.* to 4*l.*; North Robert, 27*l.* to 29*l.*; Devon Great Consols, 385*l.* to 390*l.*; Buller, 670*l.*; North Basset, 18*l.* 15*s.* to 19*l.* 15*s.*; Mary Ann, 36*l.* 10*s.* to 37*l.* 10*s.*; East Frongoch, 17*s.* 6*d.* to 1*l.* Clijah and Wentworth have been done at 16*l.*, and in good demand; the mine, we hear, has very greatly improved. Trefusis, 5*l.* to 6*l.*; Alfred Consols, 17*l.* 10*s.* to 18*l.* 10*s.*; South Frances, 255*l.* to 260*l.* In Lydford Consols a large business has been done, at 7*s.* 6*d.* to 10*s.*; the shaft is reported as sinking in a fine lode, and in about a month it is expected the shoot of ore which was seen in the bottom of the adit will be met with. Great Sortridge, 15*s.* to 17*s.* 6*d.*; West Sortridge, 8*s.* to 10*s.*; North Hingston, 6*s.* to 7*s.* 6*d.*

In the Bullion Market,—Mexican dollars, 5*s.* per oz. Bar silver containing gold, all gold above 5 grains in the pound to be paid for, 5*s.* 1¼*d.* per oz. standard. Bar silver without gold, 5*s.* 1⅔*d.* per oz. standard. Bar gold, 77*s.* 9*d.* per oz. Columbian doubloons, 74*s.* per oz. standard.

DIVIDENDS DECLARED DURING OCTOBER.

Mines.	Per share.			Amount.		
Foxdale	£1	0	0	£2240	0	0
Ditto (New shares)	0	16	0	256	0	0
Alfred Consols	0	8	0	2048	0	0
Botallack	8	0	0	1600	0	0
West Wheal Seton	5	0	0	1000	0	0
North Pool	4	0	0	800	0	0
Wheal Treiswny	1	10	0	780	0	0
West Caradon	3	0	0	768	0	0
Wheal Arthur	0	10	0	614	0	0
Eyam (Derbyshire)	0	10	0	600	0	0
Peak United	0	10	0	250	0	0
Total				£10,956	0	0

At North Pool Mine meeting, on Tuesday, the accounts for July and Aug. showed—Balance last account, 382*l.* 10*s.* 9*d.*; ores sold (less dues), 8396*l.* 14*s.* 11*d.*; sale of materials, 13*s.* 5*d.*=8779*l.* 19*s.* 1*d.*—Mine costs and merchants' bills, 2452*l.* 15*s.* 11*d.*—By dividend of 4*l.* per share (800*l.*): leaving balance in hand, 527*l.* 3*s.* 2*d.*

The Eyam Mining Company (Derbyshire), at their monthly meeting, on Thursday, sold 50¼ tons of lead ore, and declared a dividend of 10*s.* per share, amounting to 650*l.*

At Wheal Arthur meeting, on Tuesday (Mr. James Enor in the chair), the accounts showed—Balance from the last account, 1098*l.* 3*s.* 11*d.*; ore sold, 2252*l.* 11*s.* 10*d.*=3350*l.* 15*s.* 9*d.*—Mine cost, Aug. and Sept., 1634*l.* 11*s.*; Aug. dividend, 605*l.* 10*s.*; lords' dues, 209*l.* 7*s.* 5*d.*; paid on the 4th dividend to committee, secretary, &c., 40*l.* 13*s.* 7*d.*: leaving balance in favour of adventurers, 860*l.* 13*s.* 9*d.* A dividend of 10*s.* per share was then declared. The committee of management and auditors were re-elected, and the proceedings terminated with a vote of thanks to the chairman.

At the Whitford Mine meeting, on Thursday, the accounts showed—Balance from last account, 190*l.* 17*s.* 10*d.*; mine cost, June to Sept., 140*l.* 2*s.* 7*d.*=330*l.* 0*s.* 5*d.*—Calls received, 138*l.* 2*s.* 6*d.*: leaving a balance against adventurers of 192*l.* 17*s.* 11*d.* A call of 1*s.* per share was made. Capt. W. Ramsden reported that he was sinking a winze on the lode in No. 1 shaft, below the 10 fm. level. They were not troubled with water, the workings being quite dry.

At Foway Consols meeting, on October 17, the accounts showed—Mine cost, May to August, inclusive, 8864*l.* 12s. 7d.; stores, 2837*l.* 18s. 8d.; West Fowey adventurers, 29*l.* 17s. 3d.=11,732*l.* 9s. 6d.—Copper ore sold, 10,526*l.* 18s. 11d.; mundic sold, 134*l.* 2s. 10s.; materials and water charge, 180*l.* 14s. 1d.; sundries, 294*l.* 5s. 11d.: leaving balance (loss) for the four months, 619*l.* 7s. 9d. This amount deducted from the reserved fund, leaves 3231*l.* 18s. to be carried to the credit of next account. Capt. J. Puckey reported that the prospects, on the whole, were rather better than for some time past. They had some good courses of ore in the deep levels, also a small ore lode in the adit in the north part of the mine, which he thought would lead ultimately to increase the returns and credits; he could not, however, say to what extent beyond the expenditure. The prices of materials were so high, and the majority of miners of an inferior class, that although the standard was high, it was not equivalent, in this mine, to the rise in labour, materials, &c.

At Berriow Consols meeting, on October 25th, the accounts showed—Balance last account, 90*l.* 10s. 11d.; calls received, 250*l.*=340*l.* 10s. 11d.—Mine cost, 184*l.* 16s. 2d.; merchants' bills, 109*l.* 13s. 4d.: leaving a balance in favour of mine of 46*l.* 1s. 4d. A call of 1*l.* per share was made, payable forthwith. Captain Henry Taylor reported that, during the last four months, their operations had been confined to driving west on two lodes in the adit level. The north lode was from 7 to 8 ft. wide, composed of fluor-spar, mundic, quartz, and stones of yellow and black copper ore. They had also driven through a bunch of copper ore about 6 in. wide for from 2½ to 3 fms. in length. These lodes were gaining backs rapidly. They had purchased a 40-ft. diameter water-wheel to enable them to sink under the adit level.

At Tamar Maria Mine meeting, on Monday (Mr. S. Weatherley in the chair), the accounts showed—Balance from last account, 137*l.* 5s. 1d.; calls received, 138*l.* 12s. 6d.=316*l.* 17s. 7d.—Mine cost, 91*l.* 16s. 2d.; secretary, office expenses, and sundries, 17*l.* 8s.: leaving balance in favour of adventurers, 206*l.* 13s. 5d. Resolutions were passed to sell the unconverted shares in arrear of call within 14 days, and directing the committee to make the next general meeting special, for the purpose of considering the propriety of cancelling 1690 unappropriated shares. Capt. Joseph Hodge was appointed agent, and the committee of management were re-elected. The proceedings, which terminated with a vote of thanks to the chairman, are fully detailed in another column.

At Cubert United Silver-Lead Mine meeting, on Thursday (Mr. James Ensor in the chair), the accounts showed—Mine cost and merchants' bills for July, 449*l.* 8s.; Aug., 397*l.* 12s. 6d.; Sept., 381*l.* 12s. 7d.; coals, 531*l.* 5s. 5d.; lord's dues, 45*l.* 18s. 2d.; balance of interest and discount, 7*l.* 10s. 10d.; assessment on ores, 2*l.* 5s. 10d.=1808*l.* 13s. 4d.—Balance from last account, 668*l.* 19s. 3d.; calls received, 323*l.* 7s. 6d.; ore sold, 455*l.* 5s.: leaving balance against mine, 152*l.* 1s. 7d. The captain's report, which was considered very favourable, will be found in another column. The asset and liability account showed a balance against the mine of 100*l.* 1s. 7d.

At Craddock Moor Mine meeting, on the 27th of October, the accounts showed—Balance last account, 195*l.* 12s. 10d.; calls received, 263*l.* 15s.=459*l.* 7s. 10d. —Mine cost, 184*l.* 4s. 8d.; merchants' bills, 56*l.* 8s. 4d.: leaving balance in favour of mine, 218*l.* 14s. 10d. A call of 5s. per share was made. Capt. Henry Taylor reported that they had discovered two or three branches in driving the 32 fm. level cross-cut north, composed of quartz and good stones of copper ore, which appear to be another part of Dunstan's lode.

At Hope Valley Mine meeting, on Wednesday (Mr. Dunsford in the chair), the accounts showed—Balance from last account, 634*l.* 9s. 6d.; costs, July, August, and September, 1154*l.* 11s. 10d.; lords' dues, 54*l.* 19s. 9d.; interest, 1*l.* 6s.= 1845*l.* 7s. 1d.—Calls received, 809*l.* 12s. 6d.; ores sold, 741*l.* 19s. 3d.: leaving balance in favour of adventurers, 293*l.* 15s. 4d. Capt. W. Barratt reported that the engine-shaft was completed to the 47. He expected to sample 20 tons, or upwards, of lead ore.

At Sortridge and Bedford (late East Wheal Bedford) Mining Company meeting, on Tuesday, at Mr. Peet's offices, St. Helen's-place (Mr. W. B. Winter in the chair), the estimated account of liabilities and assets showed balance in favour of adventurers, 517*l.* 17s. A resolution was passed confirming the forfeiture of shares, and leaving the present number at 2000. Another resolution was unanimously carried, dividing the mine into 12,000 shares. Messrs. Winter, Hayward, Sterne, Gratton, and Seward, were appointed the committee of management. Votes of thanks were passed to the chairman and committee, and to Mr. Peet, the secretary, for his assiduity and attention to the interests of the adventurers.

At the Gonamena Mine meeting, on October 27th, the accounts showed—Balance last meeting, 272*l.* 19s. 1d.; calls received, 512*l.*=784*l.* 19s. 1d.—Mine cost, 23*l.* 4s. 5d.; materials, 156*l.* 1s. 10d.: leaving a balance in favour of the mine of 136*l.* 12s. 10d. It was resolved that the amount unexpended of the last call being sufficient, if all arrears be paid, to carry on the workings for the next two months, the purser be requested to apply forthwith to all defaulters; and in case of need take legal measures to enforce payment. Capts. Oliver Trewren and John Buzza reported that the different operations on the mine were progressing in a satisfactory manner, and they thought they had increasing reason to hope for a successful issue.

At Wheal Peru meeting, on Tuesday, a proposition was submitted to wind up the undertaking; but upon being put to the vote, a large majority was in favour of prosecuting the mine vigorously; and the proceedings were adjourned until Friday next, when the statement of accounts will be presented.

At Michell Mine meeting, on Thursday, the accounts showed—Balance last account, 59*l.* 12s. 8d.; mine cost, June to Sept., 314*l.* 3s. 6d.=373*l.* 16s. 2d.—Calls received, 155*l.* 7s. 6d.; ore sold, 82*l.* 10s.: leaving a balance against adventurers of 135*l.* 18s. 8d. A call of 2s. per share was made. Capt. W. Ramsden reported that the pitches in the back of the 20 had much improved, one being worth 19*l.*, and another 9*l.* per fathom for lead.

At Mostyn Mine meeting, on Thursday, the accounts showed—Balance from last account, 69*l.* 13s. 4d.; mine cost, June to Sept., 184*l.* 16s. 5d.=254*l.* 9s. 9d. —Calls received, 65*l.* 10s.; ore sold, 76*l.* 15s. 6d.: leaving a balance against adventurers of 113*l.* 4s. 3d. A call of 1s. per share was made. Captain W. Ramsden reported that in the 10 they had a very kindly lode, 3 ft. wide. At the engine-shaft, in the 30, they had one set of tributers at work. In the back of the 30 the lead is about 3 in. wide, solid, but the ground is very hard.

At the Pembroke and East Crinnis adjourned meeting, on Wednesday, the majority were in favour of carrying on the mines. A call of 15s. per share was made, making 7500*l.*, for carrying on the operations with vigour. Capt. J. Lyle sent in his resignation, which was accepted, and it was left to the power of the committee to appoint an inspector.

At the Tavy Consols meeting, on Wednesday (Mr. E. S. Codd in the chair), the reports stated that certain works recommended by Capt. Thomas, of Dolcoath, were being proceeded with, and a number of shares on which the calls had not been paid were forfeited. A call of 2s. 6d. per share was made.

At Bodmin United Mines meeting, on Tuesday, the 5000 unappropriated shares were merged into the company, which is now composed of 15,000 shares, instead of 20,000, and a call of 2s. per share was made. A satisfactory report from Capt. Rich was read, and the committee of management re-appointed.

At Trenault Lime and Copper Mine meeting, on Wednesday, the proceedings were again adjourned, in consequence of a sufficient number of shareholders not being present.

At the Coed Mawr Pool Lead Mining Company meeting, on 21st Oct., the financial affairs of the company showed a balance of 126*l.* 17s. 5d. in favour of the mine, in the event of all calls being paid. The operations on the ground during the year had been limited in extent, but a confident opinion was expressed that consolidated masses of ore would be found under the Pool. The report intimates that a further call will be required, to provide working capital for active operations. A resolution was passed, that all outstanding calls due on shares should be paid on or before the 10th inst., or such shares absolutely forfeited.

At Penmaen Gold Mining Company meeting, on Tuesday, a resolution was passed to dispose of the whole of the machinery and materials, but to keep the lease until they have ascertained whether the mine is worth working for copper. The secretary was also directed to give notice to the shareholders that the call of 4*l.* per share, made last week, must be immediately paid, as the merchants were pressing for their accounts.

At the Knockatrellane Mining Company meeting, on Wednesday (Mr. Charles Smith in the chair), it was resolved that the affairs of the company should at once be wound up; that the offer of the Waterford Company, for the transfer of the mine, should be rejected; and that immediate steps should be taken by the secretary to dispose of the lease of the mine, together with the machinery and materials.

At the Duston Iron Ore Company meeting, on Wednesday (Mr. Bisgood in the chair), Mr. Reading Watts was unanimously elected auditor on behalf of the shareholders. Mr. Lucas, the managing director, gave a long explanation of the present position and future prospects of the company, which are fully detailed in another column. The proceedings, which appeared to give great satisfaction to the shareholders present, terminated with votes of thanks to Mr. Lucas, the chairman, and the other directors.

Foxdale, Newtonards, Tees Side, East Logylas, Frongoch, Cwm Erfin, East Darren, Kirkcudbright, East Black Craig, Welsh Potosi, and South Bog, have sold lead ore.

The Trewetha Mine sampled, on Wednesday, 23 tons of first quality silver-lead ore, and 7 tons of second quality—tenders to arrive on the 10th inst.

Old Trewether Consols shipped on Saturday, from Port Isaac, Cornwall, 42 tons of antimony, and a small parcel of lead, for London, which will probably arrive in the Thames in the course of a few days, when it will be submitted for sale by public auction.

Great Wheal Vor United Mines continue to be prosperous. The lode in the 50 west is worth 140*l.* per fm., and improving; in the bottom of the same level the lode is 7 ft. wide, a great portion of which is solid tin, of the finest quality. In the deep works, the water is in fork to the 35, below adit. Crease's 100-in. cylinder engine works admirably. The building of Trelawny's 85-in. cylinder engine-house progresses satisfactorily. Wheal Grow's lode (a side lode next north of the main lode) bids fair to be very valuable when more fully developed; already one pitch has been set on this lode, at 12s. in 1*l.* On the Old Wheal Vor lode five tribute pitches have been set from the 25 to the surface, from Bank's shaft, east and west. On Metal Side lode, in addition to the discovery before alluded to, great expectations are entertained from driving the 60, which commenced on Monday. As soon as the new stamps' axles are delivered and fixed, the monthly returns of ore will be increased.

At Holmbush Mines, the new arrangements are approaching completion, with every prospect of signal success, having received the support of several influential capitalists. At Hitchins's shaft, the 11-inch drawing-lift, in the 120, has been replaced with a 12-inch plunger, which works exceedingly well, forking the water to the bottom levels. The Holmbush lode, in the 145 west, continues to improve; the cross-cut south, in the 145, is progressing very favourably, and is now close to the Flap-jack lode, from which good and new ore ground is expected. In the end west, in the 132, a branch of lead, underlaying west, about 10 in. wide, has been intersected. In the 120 west, on the Flap-jack lode, there is an improvement, which Capt. Seccombe hopes will shortly become very good. The lode in the winze in the bottom of the 110 is producing 4 tons of ore per fathom. In the back of the 40, on this lode, it is expected the rise will be communicated with the 20 in a fortnight, and additional good tribute ground opened. The tribute department continues to look well, and the returns of ore are fully maintained.

From Wheal Friendship (St. Hilary), Capt. Joseph Richards (Nov. 1) reports, that at present the prospect at Boundary, on Martin's lode, are flattering. The tin ores have been sampled, and sold at an excellent price, the average of the whole parcel being 12*s.* per barrow. The preparation for the next copper ores sampling is progressing, and is expected to realise 314*l.*

Numerous transactions during the week have taken place in Wheal Zion, where an improvement is reported in sinking the engine-shaft; in sinking, the lode produces 1 ton of good copper ore to the fathom. A special general meeting was held on Friday, at which a number of shares in arrear of calls were declared absolutely forfeited.

At Dyfngwm Mine, an improvement is reported to have taken place both in the levels and stopes.

At Irish Consols Mine, they have cut into a lode in the adit level worth 20*l.* per fathom.

At Carbery West, it is stated some good discoveries have been made.

At East Wheal Rose, Mr. Edward Michell, of Truro, the purser for upwards of twenty years, has been presented with a testimonial, consisting of an elegant silver inkstand, purchased with subscriptions from the workmen. It was presented by one of the oldest hands engaged on the mine, in the presence of his assembled comrades, and others. Mr. Michell, in returning thanks, feelingly alluded to the connection which had so long existed between them, and trusted that the mine would still be remunerative to the new company. The article, which was of the most elegant design and workmanship, was executed by Mr. Harris, of Truro.

During the week shares have changed hands in the following:—

DIVIDEND MINES.—Alfred Consols, Altgoed Consols, Bedford United, Bryntail, Devon Great Consols, Drake Walls, Goginan, Great Crinnis, Great Polgooth, Gonamena, Kenneggy, North Pool, North Wheal Basset, South Tamar, South Wheal Frances, Tamar Consols, Trehane, Trewetha, Welsh Potosi, Wheal Arthur, Wheal Buller, Wheal Mary Ann, Dhurode, Lackamore, Mining Company of Ireland.

MINES WHICH HAVE SOLD ORE.—Carbona, Clara, Clijah and Wentworth, Cubert, Cwm Darren, Darren, Great Cowarch, Great Hewas, Great Wheal Alfred, Great Wheal Baddern, Great Wheal Vor, Helvellyn, Lydford Consols, Molland, North Towy, North Wheal Robert, North Wheal Trelawny, Orsedd, Perran Wheal George, Polgear, Rorrington, Sithney Wheal Buller, Sortridge Consols, South Wheal Yeoland, Trannack Consols, Trebarvah, Tyn-y-Berth, West Crinnis, West Polberro, West Wheal Frances, Wheal Crebor, Wheal Trefusis, Wheal Zion, Yeoland Consols, and Tassan.

MINES WHICH HAVE NOT SOLD ORE.—Arundell, Bodewl, Cefn Gwyn, Coniston United, East Frongoch, Mount's Bay, North Wheal Friendship, North Hingston Consols, Rheidol, South Devon Consols, Tamar Maria, Tregonebris and Fat-work, Tresscllyn, West Goginan, West Phœnix, West Sortridge, West Wheal Arthur, West Wheal Friendship, Wheal Edward, Wheal Gill, Wheal Ludcott, Yorkshire Mining Company.

In Foreign Mines, the market has this week been firm, and the very favorable dispatches received by the St. John del Rey Company, have caused their shares to be in considerable demand, at an advance of from 2*l.* to 3*l.*, ranging from 30 to 32; and were freely dealt in yesterday at 31¾ to 31¾. Cobre Copper also maintained their late advance, the closing price being 46 to 48. Imperial Brazilian, 2⅛ to 3; National Brazilian, 1¼ to 1¾; Copiapo, 12 to 14; Fortuna, ¼ to ¼ prem.; Linares, 8¼ to 9½; Lusitanian (of Portugal), ⅛ to ¾ prem.; Mexican and South American, 6¾ to 7¼; Pontgibaud Silver-lead, 15 to 16; United Mexican, 3 to 3½; Royal Santiago were a shade higher, shares changing hands at 5¼ to 5¾. The subjoined quotations are in most cases merely nominal—Sue River of Jamaica, ⅛ to ¼ per share; Jamaica Copper, ¼ to ½ per share; Clarendon, ¼ to ⅜; Metcalfe (of Jamaica), 1-16th to 3-16th; Port Royal, ¼ to ⅜; Cologne Mining, ¼ to ⅜ per share; Iberian, ¼ dis. to par; Obernhof, ¼ to ⅛; Peninsular Mining, par to ¼ prem.; San Fernando, ⅛ to ⅜ dis.

At the Liberty Mining Company meeting, on Thursday last (Mr. R. A. Riddell in the chair), the accounts showed the outstanding debts and liabilities to be 955*l.* 18s. 1d. Resolutions were passed for raising additional capital by issuing 40,000 new shares, at 2s. 6d. each, and taking up money on debentures, in sums of not less than 50*l.* The report and accounts were unanimously adopted. Capt. W. F. Hamilton and Mr. T. N. Crosse were re-elected directors, and Mr. John Goodfellow, with the addition of Mr. Charles Burls, auditors. The proceedings, which are fully detailed in another column, terminated with a vote of thanks to the chairman.

At the Anglo-Californian Gold Mining Company annual general meeting, held at the Freemason's Tavern, on Tuesday (Mr. G. E. Cottrell in the chair), the report of the directors was adopted; and it was resolved that the meeting should be adjourned until the 1st of March next, on or before which period it is anticipated that advices will be received from Sir Henry Huntley, confirmatory of the results before arrived at. The directors going out by rotation were re-elected, and auditors appointed for the ensuing year.

The Agua Fria Gold Mining Company annual general meeting is convened *pro formâ*, as required by the Deed of Settlement, for the 8th November, "for the purpose of adjourning for one month until the receipt of further advices from the mines." The gold advised in the accounts last published by the company as on its way to this country is in hand, and represents a total value of about 1100*l.* 56 ozs. of this gold were obtained in a remarkable manner, being extracted from a rich bunch of quartz by the mere use of a hammer, without the employment of any machinery whatever. The gold beaten out in this rough manner is worth as much as 70*s.* per ounce as it stands. It is to be inferred that the residue of the quartz from which these 56 ozs. were produced will prove rich in gold, when treated with the proper appliances.

The United Mexican Mining Association have advices to the 29th Sept. At Jesus Maria y Jose, the operations of the month may, upon the whole, be considered as having produced favourable results. In the vertical pozo of San Francisco Javia, the extraction of the month has averaged about 100 cargas weekly, which have been sent to Dolores for reduction. The only sum received towards the liquidation of the Zacatecas claims was $857 21 from the Custom-house at Tampico. Quicksilver remained at $64 per quintal. The stock on hand is that in use at Dolores—namely, 9994 lbs. 11 ozs. The financial statement in Mexico, to the 23d Sept., showed an actual cash asset in hand of $8378 0 2, subject to the usual liabilities.

The Mariquita Mining Company have received the following advices:—

MARMATO MINES FOR THE MONTH OF JULY.

Ores raised, 1101 tons; rough ores, remains, stull stuff, and remains of remains stamped, 1635 tons; average number of stamps'-heads at work per diem, 89; daily average per stamps'-head, 11 9-10 cwts.; fine gold obtained per ton of ore stamped, 6 dwts. 1 gr.

	Fine gold.
Obtained from stamping-mills	Ozs. 499 4
On purchase	36 2
Total ounces	535 6
Cost $10,569 4 | Returns	$13,902 4

The superintendent states that this establishment has suffered much by the abstraction of workmen, in consequence of the revolution, which inconvenience, he hoped, would be of temporary duration.

SANTA ANA MINES FOR JULY AND AUGUST.

Ore raised, 568 tons; mine produce for amalgamation, 102½ tons; rough ore stamped, 406 tons; average number of stamps'-heads at work per diem, 12¾.

Cost $11,830 | Returns $12,374

The La Fortuna Mining Company have advices to the 23d October. At Canada Incosa, they are proceeding with the engine-shaft, though but slowly. The masons are proceeding fairly with the new smelting works.

The St. John del Rey Mining Company have advices to the 18th Sept. The produce for August was 12,040*l.* 17s. 8d.—Cost, 6998*l.* 18s. 6d.: leaving a profit of 5041*l.* 19s. 2d. Stamps working during the month, average 127·92 heads; working with 129 heads, 30·74 days. The number of free natives employed at the mine continues to be very satisfactory. Gold extracted to date, 10,179 oits., from 556·39 cubic feet of sand (result of 10 days' stamping), yielding 18·29 oits. per cubic foot, and of 2363·2 tons of stone=4308 oits. per ton.

The Royal Santiago Mining Company have advices to the 28th of Sept. They finally got through the run at Taylor's shaft on the 17th inst., sufficient to allow drawing ore stuff from the mine. In the winze sinking from the 56 there is a good lode, which will produce from 4 to 5 tons per fm. At Angelita, the 10 west is again improving. In the 62 east the lode is 3½ ft. wide, good yellow ore.

The Waller Gold Mining Company have received advices from their superintendent at the mines, with a remittance of gold. The following are extracts from Mr. Gregg's communication:—"I have now the pleasure of sending you another remittance of gold, amounting to $1250. This is the produce of 236 tons of ore from the Tellurium veins, and we have at least 2000 tons raised, and ready for stamping, at the present time, and have the means of raising 40 tons per day from these veins. You will by this example alone see that a very handsome profit may be realised on our operations, and I expect a still better result from some of the other veins. I may here remark, that the machinery at present erected is not sufficient properly to reduce the quantity of ore we can raise, but the Siberian washing machinery, which I am now erecting, will soon be at work, when you may rely on frequent and regular remittances. The heavy stamps, from Mr. Walker's, work exceedingly well; the plan on which they are raised effects a saving of at least one-third. I have had iron boxes made for them to fall in, which prevents any loss from the splashing of the ore, and also keeps the action of the stamps directly on the quartz to be crushed. With the resources we have, the entire cost of mining and reducing the ores, and extracting the gold, does not exceed 8*l.* per ton, on the general run of our veins, and the work may be frequently accomplished in less time than this; all above this amount in the yield is, therefore, profit. I now speak from actual experience of the work done. The ore from the Waller vein may not be procured so cheaply as that to which I have referred, but from its extraordinary richness, it will, I have no doubt, be worked with greater profit. We have sunk the deep whim-shaft on the lower ground, to work the Waller vein, but the air being bad we have made another shaft to create a current, and thus obviated this difficulty. We have now nearly reached the vein, for on trying the earth in the bottom of the shaft, I find it contains frequent traces of gold, which has probably been east from the vein into, or among, the adjacent earth.

The Wildberg Mining Company have advices to the 27th October. At West Mine, the Blumengang lode will produce 11½ tons of silver-lead ore per fm.; the stopes 12 tons. They have made a new discovery in the old adit level, east of Michael's shaft, a branch of lead ore, which will yield 2 tons per fm., and appears likely to develope a considerable extent of ore ground. Carter's engine-shaft is sunk from surface 30 fms., and well secured. Mr. Arthur Dean has since advised the directors of some further valuable discoveries on the property.

The Nouveau Monde Mining Company have just circulated some voluminous reports, and various statements, explanatory of the past management and present prospects of this undertaking. In the P.S., under date Oct. 28, Messrs. John Taylor and Sons say—"It is with much satisfaction that we are enabled to announce that the despatches recently received from Mr. Phillips informs us of the discovery of a rich pocket of gold-bearing quartz, by the trials he has made on the Poncho vein at Green's Gulch, and that good specimens of gold had been found in other trial pits, situated 300 feet apart on the course of the vein. He had not yet been able to make assays of the ore, but we may expect to receive them by the next mail. This vein is the same as is alluded to in the concluding portion of our report to the general meeting; and as Mr. Phillips has taken steps for the acquisition of 4800 feet of the vein, and states it to be his opinion that it is a promising locality, affording a good situation for the erection of such machinery as would be required for the reduction of the ores, if they are found to be sufficiently rich, we may yet hope that the powerful machines which we have in store at San Francisco may be employed profitably in California. We have also to announce that, in pursuance to the resolutions of the general meeting of the shareholders, the gerant has dispatched to New Granada Mr. L. Brough, an experienced mining engineer, and Mr. Tregoning, a mine captain, who has gained a practical knowledge of gold and silver mines in Brazil and other parts of South America, to examine and report upon the mines of Darien, which are proposed to be leased to the Nouveau Monde Company. We have furnished these gentlemen with full instructions for their guidance, and feel confident that they will afford us such information as to the value of the mines and alluvial diggings as will render it easy to decide on the propriety of completing the negociation."—As the subject is one that has created considerable interest, and affects a large body of shareholders, we shall refer fully to the report next week.

In Iron and Coal Companies, during the week, the market has shown a little more animation. Portland Iron have been freely dealt in at 2¾. The closing prices for other undertakings are as follow:—British Iron, 7 to 8; Rhymney Iron, 22 to 24; ditto New, 6 to 8; Mount Carbon Coal, ¼; and Duston Iron Ore, par to ¼ prem.

From Belgium, we learn that the Phœnix (*société anonyme*) Mining and Smelting Company have convened a special general meeting at Eschweiler Aue, on the 20th inst. The Société des Hauts-fourneaux, Usines, and Charbonnages de Selessin have declared a dividend of 20 frs. per share, payable after the 20th December, and the half-yearly interest to bondholders will also be payable after Jan. 2, 1855.

From the Cape of Good Hope, the accounts just received report a further increase of excitement with regard to the copper mines in the northern district of the colony, called Namaqualand. The 10*l.* shares of the Cape of Good Hope Mining Company, on which only 10*s.* had been paid, were selling at about 4*l.* 15*s.*, while those of a more established undertaking, called the South African Mining Company, had advanced to 23*l.* The Port Elizabeth shares, on which only 2*s.* 6*d.* had been paid, were at 21*s.* premium, and plans were afloat for the immediate creation of fresh concerns, which were likely to be multiplied as long as the mania could be kept up. Meanwhile nothing had occured to throw discredit on the statements respecting the productiveness of the mines at present being worked by private firms, and consignments of ore continued to arrive from them.

We understand that the committee of investigation, appointed at the annual meeting of the shareholders of the English and Australian Copper Company, have been sedulously engaged in examining into the present state and future prospects of the company; and, it is believed, will shortly be prepared to lay before the proprietors the result of their enquiries.

The Port Phillip and General Emigration, Colonization, and Investment Company is about to be dissolved under the Winding-up Act—a petition for that purpose having been presented to the Lord Chancellor by Mr. Sam. Noble, of Greenwich.

In Miscellaneous Shares, the market has been firm, and Australian Bank securities have generally shown an improvement. Crystal Palace have also maintained the recent advance; although the transactions throughout the week have been unimportant, they have reached 3¼, and were dealt in, yesterday, at 3¼. Land shares were also steady, business being done, yesterday, in Australian Agricultural, at 40½; Peel River, 3½; Canada, 110¾. The closing price of Netherland Land, ⅛ to 1¼; North British Australasian, ⅜ to ⅝; Scottish Australian Investment, 1¾ to 2⅛; ditto, New, ¼ to ½ prem.; South Australian Land, 35 to 37; Van Diemen's Land, 12½ to 13; Berlin Water-Works shares changed hands, yesterday, at 3¼; Electric Telegraph, 17; Submarine Telegraph, scrip, ¾ to 1; ditto, registered, ⅝ to 1. In Joint-Stock Banks, the market exhibited considerable activity. Business was done, yesterday, in Australasia, at 80¼ to 81; Chartered Bank of Asia, 5; Commercial Bank of London, 31¼; English, Scottish, and Australian Chartered, 14¼ to 14⅝; London Chartered Bank of Australia, 25¾ to 26; London and Westminster, 40½ to 40¾; Oriental Bank Corporation, 41; Provincial of Ireland, 50½; Union of Australia, 70⅛ to 71; Union of London, 23¼ to 23½. The closing prices of other securities of this description were: Chartered Bank of India, Australia, and China, 1 to ⅛ dis.; South Australia, 43 to 45; Union of Australia, New, 7⅛ to 8⅛.

The Amazon Life Assurance and Loan Company is also to be wound-up.

Mr. John Witham, a director of the Ceylon Land and Mining Company, appeared in the Insolvent Debtors' Court, yesterday.

COMMERCIAL NEWSPAPER STAMPS.

Extracted from a Parliamentary Return of the number of Stamps issued to each Newspaper published in London, for the second quarter of the present year, 1854:—

Mining Journal	48,000
Herapath's Journal	25,500
Railway Times	19,000
London Commercial Record	13,900
Journal of Commerce	9,000
London Mercantile Journal	5,500
Railway Record	4,125
Railway Gazette	1,000

LEAD ORES.

Lead Ore shipped by various Mines at Aberystwyth in October, 1854.

Lisburne Mines	Tons 262 10
Cwmystwith	105 0
Cefn Brwyno	52 10
Esgair Mwyn	33 3
Bwlch-yr-hanaid	22 10
Tyllwyd	6 13
Bwlch Consols	3 3
Caegynan	1 5
Total	Tons 486 14

Biddings for about 16 tons of Lead Ore at Tees Side Mines, November 1:—

PROVIDENCE ORE.

Locke, Blackett, and Co. (purchasers)	£13 12 6
W. J. Cookson and Co.	13 0 0

METAL BAND ORE.

Locke, Blackett, and Co. (purchasers)	£13 5 0
W. J. Cookson and Co.	13 5 0

Sold on the 24th October.

Mines.	Tons.	Price per ton.	Purchasers.
Foxdale	100	£15 5 6	J. P. Eyton.

Sold on the 28th October.

Newtonards	100	£14 1 0	Walker, Parker, & Co.

Sold at Aberystwith on the 30th October.

East Logylas	50	£14 6 0	Walker, Parker, & Co.
ditto	50	14 6 0	Panther Smelting Co.
Frongoch	60	14 3 0	ditto
Cwm Erfin	45	16 8 0	ditto
East Darren	100	17 1 0	ditto

COPPER ORE.

East Darren	40	£2 1 0	Sims, Willyams, & Co.

Sold on the 2d November.

Kirkcudbright	42	£13 1 6	Newton, Keates, & Co.
East Black Craig	10	13 1 6	Walker, Parker, & Co.

Sold on the Mine.

Welsh Potosi	100	£14 15 0	Walker, Parker, & Co.
South Bog	22	13 8 6	J. P. Eyton.

BLACK TIN.

Sold on the 1st November.

Mines.	Tons c. q. lb.	Price per ton.	Amount.	Purchasers.
Great Polgooth	6 9 0 3	£67 10 0	£435 9 4	—Enthoven.

COPPER ORES.

Sampled October 18, and sold at Tabb's Hotel, Redruth, November 2.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wheal Basset	85	£5 18 0	North Roskear	33	£5 11 6
ditto	74	7 18 0	ditto	18	2 2 6
ditto	70	3 0 6	Tincroft	70	4 18 0
ditto	54	3 19 0	ditto	69	3 9 0
ditto	53	4 15 0	ditto	59	3 6 6
ditto	51	9 12 6	ditto	56	1 17 6
ditto	38	6 6 6	ditto	53	2 18 6
ditto	32	12 16 6	ditto	45	2 9 0
ditto	30	20 5 6	South Wheal Frances	65	11 19 6
ditto	24	22 2 0	ditto	61	6 4 6
Wheal Seton	72	6 13 6	ditto	60	12 11 6
ditto	49	3 3 0	ditto	35	6 2 6
ditto	47	3 4 6	ditto	9	7 19 6
ditto	41	1 19 6	North Wheal Crofty	72	6 13 0
ditto	38	8 19 0	ditto	59	5 12 6
Pendarves	54	4 6 6	ditto	57	9 17 0
ditto	40	8 16 6	ditto	32	2 9 6
ditto	26	1 19 0	North Pool	65	4 5 6
North Roskear	73	7 0 6	ditto	27	4 7 0
ditto	67	8 4 0	ditto	25	6 8 6
ditto	49	13 5 0	ditto	24	2 9 0
ditto	45	6 6 0	Pendarves & St. Aub	24	11 9 6
ditto	44	15 1 0	West Stray Park	20	8 5 0
ditto	35	7 9 6			

TOTAL PRODUCE.

Wheal Basset	511	£4043 3 6	South Wh. Frances	230	£2197 0 6
Wheal Seton	367	1844 17 0	North Wh. Crofty	220	1451 6 6
Pendarves			North Pool	141	614 15 0
North Roskear	364	3141 0 6	Pendarves, &c.	24	275 8 0
Tincroft	352	1147 10 9	West Stray Park	20	165 0 0
Average Standard		£144 14 0	Average Produce		6¼
Average Price per ton		£6 13 0			
Quantity of Ore	2229 tons	Quantity of Fine Copper, 145 tons 4 cwts.			
Amount of Money		£14,880 1 0			

LAST SALE.—Average Standard £147 2 0.—Average Produce 5¾

Standard of corresponding sale last month, 144*l.* 13*s.*—Produce 5¾.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	96	£ 594 2 0
Vivian and Sons	308	2081 19 1
Freeman and Co.	225	1074 14 4
Grenfell and Sons	364	3141 0 6
Crown Copper Company	41	195 6 9
Sims, Willyams, Nevill, and Co.	170	1618 10 6
Williams, Foster, and Co.	376	2621 19 3
English and Australian Company	217	1342 15 0
Mason and Elkington	206	1188 12 10
F. Bankart	141	339 4 6
Copper Miners' Company	85	681 16 3
Total	2229	£14,880 1 0

Copper ores for sale on Thursday next, at Tabb's Hotel, Redruth.—Mines and parcels.—Wheal Buller 985—West Wheal Basset 504—Carn Brea 381—Par Consols 320—Alfred Consols 303—Halamanning and Croft Gothal 222—North Wheal Basset 215—West Alfred Consols 172—Boiling Well 139—South Crenver 137—Great Wh. Alfred 132—Rosewarne United Mines 116—Levant 114—Clijah and Wentworth 113—Botallack 100—Paull's Downs 67—Cook's Kitchen 60—Treloweth 52—West Fowey Consols 45—Wheal Helen 38—West Crinnis 34—Camborne Consols 30—St. Aubyn and Gryills 29—St. Ive's Consols 28—Wheal Trefusis 16—Victoria 15—Great Wheal Fortune 5—Relistian 3.—Total, 4375 tons.

NO SALE on Thursday, the 16th November.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

SIR,—Would any of your correspondents oblige me with the proper dimensions of a small reverberating assay furnace?—say, fire-place 1 ft., or 14 in. square, the remaining parts to correspond in proportion,—viz., oven, fire-bridge, flue, &c.,—in height, depth, width, &c.—C. J. DEWEY: *Fairfield, Handsworth, Nov.* 1.

ON THE ORIGIN OF WIRE ROPE.—SIR: Observing in your Journal of the 21st October a letter from Mr. J. B. Wilson, of the Haydock Rope-Works, on this subject, and purporting to contradict Mr. Andrew Smith's (my father) paper, as read to the British Association at their meeting at Liverpool, and subsequently published in the *Mining Journal*, I beg to say that Mr. Smith is at present, and has been since the Liverpool meeting, out of England; but on his return to London, which I expect shortly, he will, no doubt, substantiate the statements in his paper, and deal with Mr. Wilson's letter as it merits.—ARCHIBALD SMITH: *Princes-street, Leicester-square, Nov.* 1.

GOLD COMPANIES.—SIR: I consider Mr. Michel's experiment well worth a trial; a any rate, much is to be gained, and but little to be lost. The only companies with any cash left are the Port Phillip, Colonial Gold, and Australian Freehold, and these, with new spirit, might yet see a better day. I should like also to hear from Mr. M'Arthur, what sum of money, from beginning to end, would test the Turon Ridge property. I should like all the items in detail, exactly as furnished by Mr. Michel. It appears to me that, instead of 1*s.* shares, they ought to be 5*l.* shares, and sold singly. Being somewhat of a speculative temperament, I will not believe that quartz crushing will not pay, until I see a series of experiments conducted by honest directors fail. Even in California, several disadvantages have at present to be contended against, which are of only temporary existence—viz., scarcity of water, and high price of labour. The Agua Fria will do much to settle this controversy. A much safer and more profitable investment would be the systematic washing of grounds in Australia, and this is confirmed by the last advices.—H. GUEDALLA: *Nov.* 1.

GOLD MINING COMPANIES—THE AVE MARIA.—SIR: You make a most praiseworthy attempt to rouse the shareholders from their apathy, but it will be all in vain. A more cowardly and despicable set it has never been my lot to encounter. During the past eleven months, at enormous expense in money and labour, I alone have been obliged, and have been enabled by the elaborate machinery employed by me, to expose completely the misdeeds of the managers of this bubble. I have met with no response to the appeal made on behalf of the pittance most illegally withheld from the poor miners now resident in Devon. Mr. O'Connor can furnish us with nothing more than Mr. W. E. Gill has already done. Their cases are nearly similar, as neither of them can get their just wages from the directors. Mr. O'Connor should now publish what he has to say in your columns, which would reach most of the shareholders; but I am afraid he cannot give us an account of how the 30,000*l.* has been expended, which is the main point. It is useless to expect that shareholders will, in these stirring times, for the sake of the 100 shares they may hold, now worth 3*l.*, expend time and useless expense to form committees to consult with an agent. This is *infra dig*, in my opinion. Nothing but combined and vigorous law proceedings will attain the object in view.—H. GUEDALLA: *Nov.* 1.

CRAVEN MOOR MINE.—SIR: Your correspondent, "J. H." (of Leeds), wishes to know if certain promises are likely to be realised. If the promises alluded to were those of the projectors, "J. H." may see some cause for their being made, if he examines the company's books, and there finds that certain parties got 10,000 "free shares" for their promises, as I venture to predict he will.—A CONSTANT SUBSCRIBER.

NORTH DING DONG—BALL *v.* BYRON.—SIR: Several of my friends in town think I should answer Mr. Byron's letter, which appeared in your Journal a few weeks since, wherein he charges me with swearing that I never wrote a gentleman of Beverley a certain letter. This I deny, as I was never asked the question during my examination or cross-examination; and, until after the decision, not a word was said about it. He also says, I had the gentleman's 100 shares, so as to put them on him. I beg to state that the gentleman never held anything like the number, nor did he ever transfer them into Mr. Byron's name. The public are, however, likely soon to have an opportunity of seeing the subject of Mr. Byron's letter, and his liability as a shareholder in North Ding Dong, tested in a superior court.—JAMES PERMEWAN: *Penzance, Oct.* 26.

"W. L." (Exeter).—Our correspondent can obtain the steam and water-guages of which he is in want by applying to the patentees, Messrs. Medwin and Hall, No. 92, Blackfriars-road.

IRISH CONSOLS MINES.—SIR: In your Journal of October 7, you inserted a report by Mr. R. W. Townsend, of Dublin, on the mines of this company, as read at a meeting of shareholders, held on the 3d of that month. Permit me to state, that not only was that report not read, but it never was, to my knowledge, in the hands of the directors, or of any of their officers; nor have I seen the document, except in your pages. I would have written to you on this subject ere this, but that I have been absent in Ireland during the last month. I beg to enclose two reports, from Capts. Matthew Francis and Henry Thomas, which were read at the quarterly meeting of shareholders held on the 31st October, and will feel obliged by your inserting them in your Journal of Saturday next. I beg again to state, that as to Mr. Townsend's report, which your Dublin correspondent has commented on, I am officially not aware of its existence.—THOMAS B. LANE, Sen.: *Moorgate-street Nov.* 2.—[The reports alluded to are inserted among the Mining Correspondence.]

Capt. John Hitchins is now in Paris, on his way to London, from inspecting the San Fernando Mines, in Spain.

SIR,—I was sorry to notice in the Commercial Report in last Saturday's Journal, from your Glasgow correspondent, that he has gone out of his course to comment on those who are not wholly giv n up to the matters of this world, but can spare a day for religious exercises: if he had kept by the truth in his remarks, I would not have thought them worth noticing, but as they may be believed by some of your readers, who do not know how our Sacramental Fast-days are kept here, I would give his assertion, "that the principals of our mercantile houses visit the Exchange, and their counting-houses, on that day," a most distinct denial. I do not believe that one-tenth of our merchants, belonging to the churches he names, visited the Exchange, *and not one* their counting-houses on the Fast-day. As to the small section of the community who have a superstitious feeling with regard to that day, I have only to say that they constitute about three-fourths of our population.—A LOVER OF TRUTH: *Glasgow, Oct.* 30.

MARIQUITA COMPANY.—SIR: As a shareholder, I am glad to see that the committee of investigation are quite ready with their report, and the sooner the directors call a special meeting, in order that a copy may be submitted to the shareholders, the better. In fact, if it be not done very speedily, I, for one, shall sign a requisition to compel them to do so, in conformity with a clause in the Deed of Settlement.—CHR. RICHARDSON: *Charles-street, St. James's, Nov.* 1.

CONTINENTAL POST-OFFICE REGULATIONS.—"A. G." (Rochelt).—We would advise our correspondent to order the *Mining Journal* of the Prussian Post-office authorities, as he will thereby save about three-fourths of the amount which would otherwise be charged for postage. They will supply him free, on payment in advance of the subscription, with the addition of 10 per cent. to cover the expense of transmission. It may be well to observe, that the above remark applies equally to Norway, Denmark, and Sweden. For other parts of Europe it can be supplied direct on payment (in advance) of the subscription, 1*l.* 6*s.* per annum; except for Italy and Portugal, for which it is 1*l.* 14*s.* 8*d.*, and Holland 1*l.* 10*s.* 4*d.* In France the postage, payable on receipt, is 4 centimes.

*** It is particularly requested that all communications may be addressed—

TO THE EDITOR,
Mining Journal Office,
26, FLEET-STREET, LONDON.

Post-office orders made payable to Wm. Salmon Mansell, as acting for the proprietors.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, NOVEMBER 4, 1854.

The catastrophes of which almost all our great lines of railways have been the scenes, necessarily rivet public attention on every plan likely to prevent their recurrence, and render it an imperative duty on the press to announce every scientific proposition tending in any degree to promote the security of railway travelling. There is no subject that comes so home "to the business and bosoms of men;" and while our age is justly proud of the advance of mechanical ingenuity and skill in almost all the various branches of human art, the reproach still rests upon it, that life is daily and hourly perilled in the only mode of locomotion which the progress of civilisation, and the accumulation of wealth, have in this country left to meet the requirements of the people. These islands are now traversed with almost illimitable lines of iron road, and the power which has accommodated itself to them is so terrific in its impetus, that the least deviation from its ordinary course, the slightest departure from due control, is inevitably attended with appalling consequences. The frightful tragedies which we have witnessed, and the natural alarm which many timid persons feel, combined with the very serious losses which families have sustained, and the vast responsibility which the law now casts upon our great carrier companies, have had the effect of calling into action the ingenuity and abilities of the most eminent engineers; and, although very many projects have emanated from their exertions and acumen, not one of them has been as yet attended with success. The Romans honoured with a civic crown the individual who saved the life of a citizen; the gratitude of all civilised nations would be cheerfully and liberally bestowed upon that benefactor of our race, who should devise means of rendering railway travelling even comparatively secure from the casualties at present attendant on it.

We have invariably published the numerous suggestions which have appeared upon this all-important subject, and we recently laid before our readers the very ingenious mechanism, of which Mr. MILES is the inventor, submitted to, and explained at, the recent meeting of the British Association at Liverpool. In our observations on the project proposed by that gentleman, we stated that we foresaw difficulties, to which we alluded, but we expected that we should ere now have learned the results of attempts to test the practical operation of his plan. While the subject occupies the attention of English engineers, it has not escaped the notice of our active and intelligent neighbours and allies, the French; and we owe no apology to the British public for introducing to them two distinct plans which have recently appeared in Paris, having for a common object that of diminishing the risk of railway travelling, by affording increased controlling power over the wheels of locomotive engines and trains.

The first is the invention of a Mr. CARDOT, and is described at length in a recent number of *L'Illustration Journal Universel de Paris*, in an elaborate paper, prepared by M. H. LAGRANGE, "ingenier civil, ancien eleve de l'Ecole Polytechnique;" and the details which he gives are accompanied by very accurate drawings. The inventor, M. CARDOT, is described as a mechanical engineer, and the mechanism of which he is the originator as destined to prevent the repetition of those casualties which we have had so often too much reason to deplore. Mr. LAGRANGE assures us that he had assisted at a trial of this machinery in the presence of several men of science, and they were all perfectly convinced that the new apparatus, when introduced into practice on railways, would render most eminent service in a double point of view—first, in regard of public security; and secondly, in the preservation of railways themselves. Indeed, he has not hesitated to declare their opinion, that this ingenious mechanist has discovered a means of preventing all accidents which occur on railways, as well those which could be avoided (for example, collisions), as those against which human foresight could not provide, such as in cases of running off the rails (*deraillement*), the breaking of an axle-tree, or sinking of the ground. The mechanical means, by the aid of which it is stated that he obtains such results, appear to be marvellously simple, and consist neither of springs, nor of a combination of wheels catching one another, which would be liable to destructive action from a variety of causes. The following is a summary description:—

A strong moveable horizontal lever, having for its axis a shaft (*arbre de couche*), also horizontal and moveable, is fixed on the cross-pieces. There are also strong supports to the breaks. This lever has a vertical elongation from its axle placed between two other levers, also horizontal, which move an escapement rack supporting a combined lever, which exercises its power on the shaft, and meets resistance in the breaks themselves. The boxes of the coupling-chains (*boites d'attelage*), at the end of the long lever in advance of the engine, compose the series of special mechanism, and their union is completed by the coupling of the carriages. When the train is in regular order for travelling, the communication is established between each carriage by the aid of a series of levers, forming a horizontal line parallel with the road. When the parallelism is broken, the horizontal transforms itself into a series of jointed or articulated levers, which make the escapements of each carriage act, stopping at the same time the rotation of the wheels. Now, the presence of an obstacle on the railway, running off the rails, breaking of the axle-tree, or sinking of the ground, having necessarily the effect of breaking the parallelism of the two horizontals, neither of these occurrences can take place without acting upon the machinery, and putting the breaks in operation. To meet the special case of collisions, every locomotive is furnished with a projecting rod in front of the *train*, which, at the least contact, whether high or low, or lateral, tells upon the machinery, putting the system in action, and immediately the wheels become immoveable through the entire of the train. In case of a breaking of the machinery attached to the locomotive or tender, a particular disposition of the mechanism immediately suspends the movement of the locomotive on the rails, and thus prevents any accident. As the ground is not always a level, and as it also often presents inclines and curves, the inventor has adapted his machinery to meet such cases with equal certainty and facility. The instantaneousness of the stoppage is not the only advantage which the plan proposed by M. CARDOT possesses. Another, not less remarkable, is the spontaneousness with which it acts simultaneously on every part of the train.

In an economic point of view, the system does not present less advantages. It is inexpensive, does not damage itself, and, instead of injuring the carriages, tends to consolidate them. Its application, also, does not render necessary any change in the present form of railway machinery, and it can be used for the same purpose on luggage trains. The apparatus acts spontaneously, without human assistance; its power is effectual in the rear, as well as in the fore part or middle of the train; and its action is described as irresistible and simultaneous on all the carriages which compose the train. With wet rails, the conversion of the usual rolling motion of the wheels into a sliding one has so little retarding influence, that experienced breaksmen, locomotive or otherwise, avoid the sliding motion, by adjusting the pressure of the breaks to produce the utmost friction, short of stopping the rolling and beginning to shake on the rails.

Such is the general result of the system in all that relates to locomotion, properly so called, on railways; and M. LAGRANGE, in expressing his own personal opinion, does not hesitate, after having many times witnessed its action, to express his conviction that the apparatus is not only ingenious, but that the combination is admirable, the mechanism extremely simple, and its effects easily determined in a strict and precise manner. Everything seems to justify, in his eyes, the confident anticipation that it will realise in practice the favourable promises of experiments made on a small scale. It is difficult, without a drawing, to put the reader fully in possession of the plan; but it acts by strong breaks gripping and binding the wheels, and part of the machinery consists of strong rods projecting in front of the engine, and in the rear of the train; so that, if their contact has the effect, as asserted, of placing the machinery in such action as to lock all the carriages effectually before a collision can occur, the advantages must be obvious, and, although the results of a too sudden check may be in themselves serious, they must be far less dangerous than the consequences of actual collision. In submitting the details to our readers, we do not, of course, adopt the very sanguine anticipations of M. LAGRANGE; but, making all due allowance for the national ardour of his temperament, there can be no second opinion that the subject is one of the gravest importance, and that every suggestion merits our best attention.

The other plan, having the same object in view, by an improved system of breaks, is the invention of M. CORNILLON, and is described at length in the October number of the *L'Invention*, a journal published in Paris, and devoted to industrial and artistic subjects. The project of M. CORNILLON in some respects resembles that of Mr. MILES, lately described in this Journal, in bringing the steam of the boiler to bear as the acting power, but it proposes to substitute for the leverage which works Mr. MILES's breaks on the wheels, the practice of checking the speed by inserting strong skids or blocks under the wheels. Between the two wheels on each side of the railway carriage, tender, &c., M. CORNILLON places a rectilineal skid of iron (*sabot*) of the size of the rail, composed of two pieces strongly connected together, but still opening by a spring; and this skid, which is intended to raise the carriage, and to substitute a gliding over the rails for the rolling of the wheels, must be of sufficient length to effect this object. In a state of repose—that is, until the train moves—it is suspended a short distance over the surface of the rail, and is supported in such a way, that by a pressure more or less strong it can be made to glide under the wheel. That pressure is regulated by a strong spring, which binds the two pieces, upper and lower, which compose the skid or block for the brake. These matters being so arranged, the following is the mechanism which puts the slipper in motion:—Under the boiler of the locomotive, and in the middle of the line, are fixed two steam cylinders, with proper contrivances for the distribution of steam. A common shaft (*tige*) works the pistons of both cylinders, and these are made to communicate with levers, which move a bar, so contrived with jointed rods, as when necessary to set the skids or blocks in motion. When the steam is introduced into the two cylinders the pistons act in concert, moving the chain of levers and rods, by means of which the breaks are at once drawn close from one end of the train to the other. The pressure exercised on the skids can be regulated at pleasure, according to the force of the jet of steam, and that pressure can be carried so far as to raise the wheels of the train. The admission of steam being perfectly under the control of the engine-driver, he can command the break as well as he commands any other part of the engine, and as he is now enabled to effect an ordinary stoppage at stations, so he can stop the train instantly in case of danger.

It is observable that this plan also differs from that of Mr. MILES, in substituting levers along the line of the carriages for a continuation of the steam cylinders under them; both, however, would appear to require very complicated machinery, and our judgments must be suspended until we see them in action. It is certainly remarkable that simultaneous projects should have been put forward both in England and in France for making the steam boiler the means of controlling its own power. It is by no means improbable that some really efficient plan may be organised by adopting and combining in one what is actually valuable in each of the several plans we have described, and we feel convinced that not only the Governments, but the railway companies of both countries, would render most essential service to the human race by the appointment of a joint commission, impartially selected, of eminent engineers, French as well as English, to investigate the several projects proposed, and report upon the best means for the accomplishment of an object of such paramount moment to all men.

A very important paper was read before the Institution of Mechanical Engineers, at Birmingham, by Mr. SAMUEL H. BLACKWELL, of Dudley, "On KIND'S Improved System of Boring." Although that system has been extensively and successfully employed upon the Continent, it is strange that it has not yet been introduced or adopted in England. This is the more singular, as there are few processes of more importance in a mining country than that of boring, and as we possess in Great Britain mineral formations of greater value and importance than in any other country of equal area. The extent to which the known mineral fields of these islands are now being rendered available, the dependence of the continued prosperity of the kingdom upon the further development of its resources, render it indispensable in us to adopt every improvement, having for its object increased facilities for the discovery of new mineral fields; it is, therefore, not a little remarkable, and rather a reproach on our scientific progress, that far less attention has as yet been paid to the improvement of the process in question by us than by our continental neighbours, and that we should be still strangers to a system which has been found highly useful abroad, and has met approval by those acquainted with it in this country. We still adopt the old processes of boring, which are costly, not only in the expenditure of money, but still more in the time required; they are also uncertain in their results, and in the information which they supply of the character of the measures through which they pass. These defects have often led to the risk of expensive sinkings, being preferred to the expense, delay, and uncertainty of boring under circumstances in which, if economy, dispatch, and certainty could be secured, boring would be invariably adopted. The defects of the present English system arise from the permanent attachment of the boring chisel to the rods employed to lift and lower it, the blow not being given simply by the chisel itself, but by the entire length of the rods and chisel, forming together one single tool. When great depths are attained, the vibration communicated to the rods through their entire length by their fall, and the percussion of the chisel, require corresponding strength and weight, and the space through which the rods are liable to fall is necessarily very limited. A small chisel is, therefore, always used; the bore-hole is corresponding small, creating much friction against the sides, thus rendering the indications of the measures passed through uncertain, from their being more or less ground by the action of the chisel.

The improved system proposed to be introduced remedies all these defects; the chisel is free, attached to the rods simply whilst being lifted; the lifting can be effected to any height required, and when so lifted, the chisel is detached from the rods, and falls freely by itself. The rods may be made light and the chisel heavy; and as they merely follow it, pick it up, and lift it again for another fall, no vibration is communicated to the rods by the operation. As the boring-tool can be made to fall through any space, the impetus obtained gives corresponding rapidity to the work performed; large bore-holes may be thus made, and cores of six or ten inches diameter taken out, showing the precise character of the beds which had been passed through, and their exact stratification. Specimens were exhibited to the meeting of solid cores cut out and raised by the apparatus, one a cylindrical piece of salt rock, 5¼ inches diameter, and 12 inches long, from the Montmorel salt mines, in the south of France, bored at about 200 yards in depth, broken off square at the ends. The other specimen was hard shale rock from the coal measures, 7¼ inches diameter, and 12 in length, with the ends sloped off at an angle of about 45°. A general opinion pervaded those present that specimens so regular in form showed great perfection in the action of the apparatus, that the operation must be very complete, and tend to prevent useless outlay, by affording information as to the actual dip and formation of the strata.

At the lower part of the rods there is a bar or slide, attached at its upper end to a piston, and at its lower edge to a wedge or ring, which has the power of a slight upward and downward movement, so as to open or close as it ascends and descends, the fangs working upon central pivots. When the fangs are closed by the downward pressure of the wedge and ring, they firmly clasp the head of the boring tool; but when the fangs are opened by the upward pressure of the wedge and ring, the tool is loosened from the fangs, and entirely detached by its own weight. The opening and closing of the fangs are effected by the action of water in the borehole, pressing on the piston either at the upper or lower surface. Chisels of any required form may be screwed on, either to cut away the whole material of the borehole, or to leave a solid central core; when the latter is required, curved teeth are used, which groove themselves into the core, and then, by a sudden jerk, the core is detached, and brought carefully to the surface.

Mr. BLACKWELL then exhibited a tabular abstract of registers kept of borings on KIND's system, showing the depth reached in France in one instance 355 yards, at a cost of 1*l.* 0*s.* 11*d.*, which appears to be near the ordinary average. In the course of the discussion it was observed that the boring tool in common use was better in some respects in soft strata, when samples were not desired.

Mr. SIEMENS observed that he was acquainted with the invention, and had seen the apparatus at work in France for salt-works, that the process was very successful, and the work was accomplished with great precision. This mode was considerably superior in quickness and economy to the ordinary method of boring, and the average cost of deep borings was not more than one-half. It was further stated that the rods were effectually prevented from twisting by passing through a fixed guide at top, and that there was often found sufficient water rising in the hole to wash out the crushed material, otherwise water was passed into the hole in a stream sufficient for that purpose. Although it was regretted that a trial had not yet been made in this country of a process in extensive use for some time on the Continent, it was understood that Mr. WALL, of London, had made arrangements for introducing the plan, and granting licenses for its use, so that opportunities will probably soon offer of witnessing its operation.

Before directing the attention of our readers to the innate usefulness of referring matters to ARBITRATION, it may first be of interest to remark, occasionally, on what is actually passing about the world in relation thereto.

Looking down and around on the present practice as it now moves onward, it almost seems possible so to garner up modes, and gather in details, useful in after time, if not desirable, both to the litigants or to the judge, to the solicitors or to the counsel. That this becomes of necessity the best or most logical view of the subject now before us, may readily be doubted; but it obviously becomes more intellectually interesting, and, in this our day, many things are held to be about correct, if deemed only commonly expedient. But if, after rummaging over the profound data upon which the great principles of arbitration are founded, we subsequently derive a kind of unexpected pleasure on finding—after all the dull, dry details of facts and arguments—it becomes deducible that the system of arbitrating is very securely based on ancient usages, hallowed by rights very carefully upheld, and strengthened by the power akin to that of the highest legal authority. Still more satisfactory must this duty become, if our examination admits of being enlivened with the real and palpable. But our chief object commands a better and more expanded tendency. To lighten labour, and to extend justice, are duties that mankind have ever deemed laudable.

At this time there happens to be an arbitration case in progress before Mr. WHATELEY, Q.C., ordered by the LORD CHIEF BARON of the Exchequer, under powers of the Common Law Procedure Act, 1854, which gives to the Court or Judge power to direct arbitration before trial. In this case, the litigants seem to have made a very curious stipulation in regard to the mode in which the arbitration should be conducted. As part of the submission, they stipulate that the cause shall be publicly heard. Certainly, so far as the case has hitherto progressed, the details in no way tend to the edification of the general public; and as far as the moral guidance and due governance of missionaries and missions are concerned, it does appear likely to be productive of some harm. Mankind are generally too prone to observe the falling star, rather than to regard with anything like attention the many orbs still shining on, in quiet splendour, throughout their sphere of usefulness. The publication of details in connection with cases such as this is at least questionable. Except to certain coteries, who gloat over such depravities when in print, evidence of this kind is wholly without the slightest public utility, and people very generally can only deplore, or sneeringly condemn, such proceedings. No doubt the learned BARON ruled with infinite discretion, when he confided such a case to the discreet auspices of so learned and able an arbitrator; and greatly to his surprise must be this unexpected and unnecessary publicity.

Before concluding these papers on Arbitrations and Awards, we shall take occasion to bring under review the clauses especially relating thereto.

as contained in the Common Law Procedure Act, which so recently has become part of our laws. The powers therein confided are, in various ways, of extreme importance to all those engaged in the practical works of mining, excavating, or building, and deserve more than a passing notice to all concerned, in any degree, with the jurisprudence of this country. But the respective applications of these enactments will be better suited to impress the attention of our readers, after other points in conjunction with this subject shall have become more duly matured by their consideration.

At the onset of any remarks, however vividly put, in relation to the real usefulness of referring matters of dispute to an arbitrator, the actual want of a General Arbitration Act is but too apparent. The codification of the various enactments and clauses scattered through many Acts of Parliament—commencing so far back as the reign of WILLIAM III. (A.D. 1699), and ending with the last session of Parliament—really require a simple general arbitration statute to be passed, which should repeal the clauses previously in force, and re-enact whatever is deemed desirable to be retained.

Without doubt, some very essential improvements would become inherent to a comprehensive arbitration consolidation Act. There is every reason to suppose that the working of such an Act would, in time, become of paramount convenience, as well to the public as to the legal profession, principally because there is a growing tendency readily observable about several recent legislative enactments to insert certain arbitration clauses, drawn, it would seem, to meet special contingencies, rather than to harmonise with the general state of our existing laws. Indeed, the reasons relevant to requiring some general arbitration Act appear to be undeniable.

Innovations on judicial proceedings seem, however, to bristle with difficulties. Lord BROUGHAM once tried his master-hand to grapple with these arbitration matters; and let us hope that hereafter the English public may have to thank his lordship for successful ameliorations of all the enactments relating both to awards and to arbitrations.

The late Sir ROBERT PEEL, in 1827, and in subsequent years, founded in part his brilliant reputation as a politician by diligently working out the policy of consolidating some of the heterogeneous enactments then burthening the statute laws of England. His example may be followed now with the happiest result to all concerned with arbitrations. He insisted—rightly, as we *now* see—that it was promoting the good of the community to preserve from a mass of confusion and contradiction what alone was worthy of being preserved. But the work was one of peril, and drew down opposition that few statesmen can repel unscathed.

The Courts of Law have, heretofore, sometimes shown a distaste to have their respective jurisdictions in any way interfered with; and difficulties occasionally arise with some of our leading solicitors when arbitration is the mode suggested to end an entangled law-suit, more especially if the particulars of demand are heavy—but these and other points relative to this matter must be left for our future comment.

We have much pleasure in directing attention to a publication of great practical value, which has just issued from the press—*Railway Intelligence for the Year ending 30th of Sept.*, 1854. Compiled from official returns by a very intelligent and laborious public officer, Mr. MIHILL SLAUGHTER, Secretary to the Railway Department of the Stock Exchange, it appears under the sanction of the Committee of that body, bearing with it, therefore, the impress of authority. The present more than sustains the deservedly high character which the author had acquired in all commercial circles by the former numbers; and in this one the usual financial changes and creations contingent upon the Railway Acts of last session have been duly recorded. We have here presented to us, in a condensed and intelligible form, easy of access, a perfect cyclopædia of all statistical information, not only in reference to the railways of the United Kingdom, but also to those of the Continent.

The work is conveniently divided into eight sections, the first of which contains the principal features of the working accounts, derived from the published balance-sheets, by which a person sees at a glance the capital and revenue of every British railway company. Section 2 presents to us an alphabetical digest of the various arrangements of most railway companies, British and Foreign; references to the Acts under which the former have been severally established; the concessions regulating the latter; their respective authorised, created, and called-up capital; the mileage in operation, or in course of construction; with minute and accurate details on a variety of other interesting topics, "the whole forming, it is believed, a succinct and reliable index to railway property in all its several branches." Section 3 is more miscellaneous, but contains various useful tables and information respecting transfers, lost or missing share certificates, &c. In Section 4 we are made acquainted with the rules of the Stock Exchange applicable to dealings in shares in stock and public companies. Section 5 presents to us the extent of mileage in operation, with the dates of opening, terminal points, &c.; and Section 6, the registration of transfers, with list of companies' offices, and information relative to transfer deeds, &c. The 7th section shows the railway companies in course of dissolution under the Winding-up Acts, with lists of official managers, &c.; and the 8th, those companies which are defunct, with the amount per share returned. To these several specific sections are added general railway statistics, embracing all necessary details on every point, compiled, for the most part, from official sources, and made up to the latest possible periods.

We have considered that a compendium of the varied contents of this publication was its very best introduction to general notice and extensive circulation, and we can bear the strongest testimony to the industry and accuracy employed in fitting it for public patronage. Our only surprise is, that such a vast mass of information, on such various topics, which must have required the labour of years to collect, could have been condensed into so compressed a form, and arranged in a shape so accessible to every reader. It is suited equally to the student and the statist, the capitalist and the counting-house, the chamber of the professional man, and the table of every board of directors, affording information and instruction alike to all. The compilation embraces a very extensive range of topics, and we believe that no point bearing upon the subject to which it is devoted has been overlooked. The progressive increase and present expanse of the railway system, the actual return and probable decline of casualties, and the variations of dividends, here fully illustrated, are matters of historical interest. The tables, which show the extreme fluctuations in the prices in the principal railway stocks and shares in each year, from 1845 to 1853, both inclusive, are of peculiar importance to the commercial community at this moment, when the existing depression is plainly dependent on the termination of the war. Monied men have in this publication the best guide to legitimate speculation, and will here find safe and unerring tests by which to govern their future contemplated arrangements.

We have recently, and, we believe, with some success, directed the particular attention of capitalists to the prospects which Ireland continues to afford for extensive investment in the several approaching sales of property through the agency of the Incumbered Estates Court. The prosperous condition of some of the leading mining companies in Ireland, as disclosed in our columns, from authentic and unerring sources, has also tended to produce a beneficial effect on the minds of the timid, that the mineral resources of the country only require to be fairly developed in order to prove highly remunerative. The details which we have lately laid before our readers have satisfied them that mining associations, when well managed in Ireland, are amongst the most perfect examples of successful enterprise; and it is the consciousness which we feel that the prospects of that country are daily improving, which induces us to watch with such peculiar interest its progress. Prosperity is, however, often attended with its drawbacks; strikes and combinations of workmen, even amongst us in England, have often been considered as its tests, and have been sometimes found to occur at the very periods when the operative classes had least reason to complain. Perhaps to the same motive may be attributed certain proceedings which have been instituted in Ireland by the men in their employment against the General Mining Company for Ireland; and we notice them for the purpose of publicly expressing our approval of the conduct of the presiding magistrates, by whom the complaints were summarily dismissed.

We referred to this subject in our last Journal, and detailed the circumstances as they appeared before the magistrates. There is no part of the United Kingdom which at former periods suffered so severely from combinations as Ireland, several branches of trade, such as the cured provision trade, having been in a great measure forced by these means to seek other and foreign channels. Although we have on several previous occasions disapproved of the management of the company in question, the fact that 56 cases were simultaneously brought before the Petty Sessions on one day, by the same number of claimants, conclusively shows that there was a common concert amongst the men and their advisers, amounting almost to oppression. In an establishment of this peculiar nature, requiring time for its success, there is a common interest between the employers and employed; and as it appeared in this case that advances had been improvidently made by the company when the receipts could not afford them, it was the duty of the men who had received their subsistence money in advance to have settled accounts on fair terms. These improvident advances were stated before the bench to have exceeded 2000*l.*, and the course pursued by the company was considered by the magistrates in this respect equitable, that they sought to debit the men in account with the sums overpaid. The disclosures, and, indeed, the case made by the company, sustained the allegations, very generally prevalent, of mismanagement, and the very circumstance of such an array of hostility on the part of their men must have had some tendency, until the facts were fully known, to depress the company in the eyes of the public. It is impossible to palliate the course which was pursued by the advisers of the claimants; one summons would have led to a fair ascertainment of the facts, and an adjudication upon the principle which would have governed all the rest. Prudence and propriety were sacrificed to the *eclat* of a number of cases, and rumour, ever busy and mischievous, circulated reports in which "the wish was father to the thought," and which we, in common with all persons interested in mining enterprise, rejoice to find were unfounded.

Now that the facts are before the public, we quite agree in the observations which fell from one of the presiding magistrates—that the company appeared to have been very ill treated, and with ingratitude by their men. The evil consequences on those occasions invariably fall on the employed; while the advisers who mislead them generally reap the benefit. The discussion and publication of the case will probably be attended with beneficial results; it will teach mining companies in Ireland to be more regular in their accounts, and more systematic in their management, while the men will probably learn from the decision that honesty is the best policy: and feel, from the consequences, that the effects of combinations of workmen, to injure public companies, inevitably recoil upon those who participate in them. We wish the General Mining Company for Ireland, in common with all such associations for the encouragement of natural enterprise, every success. In this instance they appear to have been entitled to the magisterial protection which the law afforded them; and as the shortest follies are the best, we hope to learn that the miners have resumed their employment.

The ANGLO-CALIFORNIAN GOLD MINING COMPANY, as will be seen in another column, held their annual meeting on Tuesday. As the shareholders had been summoned to meet Sir HENRY HUNTLEY in July last, and as no advices have come to hand from him since his departure from this country, the directors' report was necessarily very meagre, and mainly devoted to financial considerations. The machinery is now erected, and, from all accounts, is in good working order, and as soon as the rainy season commences, operations will be resumed; this generally takes place about the middle of the present month, and we may, therefore, reasonably presume that in a few days the works of the company will be in full activity. In order, however, that these should be successfully prosecuted, a further sum of money is requisite. It is not the intention of the directors to create new capital; they have, however, on hand a number of unissued shares, and these they are anxious the shareholders should take among themselves, offering them interest at 10 per cent., and other contingent advantages. No one could suppose that, in the present state of the gold mining share market, if they were to issue these shares, that they would be taken up by the public, inasmuch as the stock can be obtained at a lower rate; it is calculated that about 4000*l.* will be sufficient to carry out all the improvements they intend, the most important of which is the obtaining a constant supply of water, so that at all seasons of the year the establishment may be in continuous operation. According to all accounts which have arrived to hand from California, and many of them are quite independent of the directors, it appears that Brown's Valley is one of the most favourable localities in California, the quartz taken from there being of a good quality, and to be obtained in large quantities, so that, as far as regards the supply, no apprehensions need be entertained. A large quantity, somewhat over 1000 tons, has already been raised and stored, and according to the estimated power of crushing possessed by the company, this can be reduced in a comparatively short space of time.

Now that the works are in order, that all difficulties are overcome, and affiairs are likely to progress smoothly, it would seem almost an act of suicide to jeopardize the existence of the association, owing to lack of means; although the sums which have been expended appear to have been large, yet, when comparisons are drawn between this and other associations, it will be seen that with a smaller capital the Anglo-Californian Gold Mining Company have achieved greater results than many other associations which started under a greater prestige. The constitution of the company previous to the accession of the present directory must likewise be taken into consideration, as well as the numberless difficulties the directors have had to encounter in order to place the company on a sure foundation; and it is to be hoped that now, in the hour of trial, when so near the realisation of their hopes, their constituency will support them. By the end of January, it is anticipated that returns will be obtained from the scene of operations, and the advices by that time received from Sir HENRY HUNTLEY will be further confirmatory of the success of the company. The meeting was adjourned to the 1st of March next, in order that, previous to the annual meeting, the shareholders might have an early opportunity of communicating with the directors; in the meanwhile, we trust that the necessary funds will be found, so that Sir HENRY HUNTLEY may be enabled, as soon as he obtains the water, to prosecute the undertaking vigorously; this question, however, rests with the shareholders. They must bear in mind that the sum required should be provided immediately, in order that it may be effectually employed so as to benefit the association. The capital already expended has been sufficient to put the establishment in working order; results have been arrived at; they can be made continuous with a little aid; and we trust that now so much has been done, a little will not be refused to complete an enterprise which has passed through so many difficulties, and overcome the numerous obstacles by which it has been environed in its chequered career.

In a leading article of the 2d of Sept. last in our Journal, respecting CASTLE DINAS MINE, the conduct of the purser (Mr. J. D. BRUNTON) is strongly animadverted on. In the Journal following there appears a letter from Mr. BRUNTON, in which he exculpates himself, and shows that, although deceived in the matter of gold at Castle Dinas, he had no hand in the deception, but was himself a great sufferer; we have felt ourselves called upon, under the circumstances, personally to investigate the whole of Mr. BRUNTON'S conduct with reference to gold at Castle Dinas, for which we have been afforded full opportunity; and we have pleasure in expressing our conviction that the facts are as stated by Mr. BRUNTON in his letter; and although in a pecuniary sense Mr. BRUNTON'S loss has been great, we have no doubt but that he will eventually realise the truth of the adage, "Honesty is the best policy." As it is our duty as journalists to warn the public against fraud and imposition, at the same time when we find that in doing so an individual has been wronged unintentionally, it is no less our duty, on being convinced of our error, to render reparation. We inserted Mr. BRUNTON'S letter; and we now, having ascertained that the contents of that letter are true, unhesitatingly acquit Mr. BRUNTON of any imputation against him in our article of 2d Sept. last.

INSPECTION OF MINES.—We have been informed that it is the intention of her Majesty's Government immediately to increase the number of Inspectors of Mines. This tardy compliance with the urgent recommendations of the Committees of the House of Commons, and the repeated expression of public opinion which has appeared in our columns, and in the resolutions of general meetings of the colliers, encourages us to hope that the subject is now obtaining that attention in the Home Office which its great importance imperiously demands. On the appointment of Lord Palmerston to the Office of Secretary of State, his antecedents encouraged the hope that the procrastinating and vacillating conduct which distinguished the administrations of his predecessors was at an end, and that the vigour and promptitude which characterised his lordship's conduct elsewhere, would be equally conspicuous in the Home Office. This hope ended in disappointment; and whether his lordship's indifference and inaction is to be ascribed to the benumbing influence of the incubus of the late committee, or to an undue leaning towards the monied interest, it certainly has had the effect of greatly diminishing the confidence which was felt in his lordship's administration of the duties devolving upon the Home Secretary. Under these circumstances, we almost despair of any real good measure being brought forward by the present Ministry, and we greatly fear that the proposed increase of the Inspectors will be nothing more nor less than a compromise. It will, however, be a step in the right direction, and as such we will accept it; but if it be merely an increase of the number of Inspectors, without increasing their salaries, so as to obtain their whole and undivided services, it will effect but little good. Of what use, we ask, is it to appoint more Inspectors, if the time of these gentlemen is only to be partially devoted to the public service, and it rests with them to give much or little, as may best suit their convenience and interests. The legitimate result of such a miserable arrangement is, that the office, important as it is, will degenerate into a mere sinecure, and become an appendage to the Parliamentary patronage of the Home Office. To appoint more Inspectors, under such conditions, will be little short of a "mockery, a delusion, and a snare." The salaries now given are utterly inadequate to secure the exclusive services of able and experienced men, and of this the Government was fully aware, when, on the appointment of the present Inspectors, it entered into the arrangement that they should eke out their income by seeking other employment. Such ill-timed and disgraceful parsimony cannot be too strongly reprobated; and we venture to predict that, unless the salaries, as well as the number of the Inspectors, be increased, Lord Palmerston's proposed measure will not allay, but augment, the wide-spread dissatisfaction which the supineness of Government, as relates to this subject, has created and kept alive.

GREAT CENTRAL RAILWAY.—Encouraging communications continue to be received by the promoters of this line, both as regards support and mineral traffic which it would convey to markets much in want of such minerals. It is said that the valuable ironstone of North Tyne crops out in Liddesdale, where it has not been worked, and that large boulders of ironstone may be picked up in the channels of the streams, whilst limestone of superior quality lies quite exposed on the very route of the line, and within less than 20 miles of the well-sheltered port of Annan. Immediately adjoining is the Canoby coal field, having no less than about 38 feet thickness of coal in seven seams, and within a depth of 90 fathoms from the surface, with a bed of ironstone amongst them—all the elements of extensive iron iron-works. The proposed deep water port and dock at Siloth Bay is only about 26 miles from this valuable mineral estate, and as vessels could load and depart from Siloth without reference to the tides, there is no physical reason why some 20,000 tons per month of Canoby coals could not be shipped for the Irish or other markets from the Great Central Railway, since near 70,000 tons are shipped monthly from Newport at present. Such matters resolve themselves into the simple elements of quality and price; and with equal quality to the Forest of Dean or Welsh house coals, for either coke, gas, or domestic purposes; and equal facilities for shipment at Sarkfoot, Annan, Port Carlisle, or Siloth, as the Welsh and Forest coals have at their ports, all the well-known advantages of thick seams are in favour of the Canoby coals, as a snug traffic to the railway, and of profit to the proprietors.

RAILWAYS IN INDIA.—We are glad to perceive the progress which is now making in the works of the East Indian Railway Company, in opening up a communication between Calcutta and the north-western provinces of the Indian empire. The company was formed with an original capital of 4,000,000*l.* sterling, with power of extension to 20,000,000*l.*, the East India Company contracting under certain arrangements to provide the land requisite for the purposes of the railway, but reserving to themselves the right of determining the particular route which the line should take. The undertaking was commenced by the construction of an experimental line from Howrah, near Calcutta, to the vicinity of Burdwan, at an estimated cost of 1,000,000*l.*, the real expense, however, having exceeded this amount by about 250,000*l.*; and when this part of the line had been nearly completed, proposals were made for extending it to Rajmahal, an idea which was afterwards abandoned, the company ultimately determining to carry their operations from Burdwan on to Delhi, at an estimated further cost of 9,000,000*l.* sterling. It is upon this track, and in the very heart of Asia, that the pioneer of civilisation is now busily plying his pick, and opening up an iron highway for the merchandise and intelligence of the East, and for conveying, whenever necessary, the troops, stores, and ammunition, of the most powerful company in the world. When complete, the line will be furnished with ample telegraphic accommodation, and will ultimately revert (at the expiration of the lease of 99 years), together with the plant, rolling stock, &c., to the East India Company. The directors deserve great credit for their arduous and persevering exertions. They seem to seize upon anything new which can economise outlay, or expedite the result for which they are working. They are adopting the portable power system for ballasting, pumping, and sawing, and they very recently ordered half-a-dozen engines of this description from Messrs. Medwin and Hall, the patentees. A public trial was made, we understand, with the first of these engines a few days since, in the Blackfriars-road, and the result was so satisfactory that the directors present at once gave orders for two or three more to be built in addition. Notwithstanding the extent of operations now in hand and rapidly progressing, it must not be supposed that when complete they will be final. We have no doubt that in this respect the company will carry out their original ideas, and that, penetrating into the Punjaub, they will establish a railway communication between Lahore and the southern districts of British India.

THE AMERICAN EXPEDITION TO JAPAN.—During the stay of the American squadron off Jeddo, in the Japanese Islands, great alarm was felt by the authorities of the town, lest the ships should approach too near. These individuals labour, it seems, under a very unpleasant responsibility in this respect, and the humanity of the American commander was appealed to, not in vain, to save them from compulsory suicide. Had the Americans anchored close to the city, these luckless officials would have been reduced to the disagreeable necessity of ripping themselves open! They were, therefore, under terrible alarm whenever the flag-ship, or any of the squadron, showed a disposition to come too close. Happily, their lives were not endangered; and, on the whole, the mission was well received, and left, as well as carried away, a friendly and favourable impression. A station at Japan will be of immense importance to the Americans, or British, should the vast conception of the Atlantic and Pacific Railway be realised by either nation across the continent of North America. During the visit of the squadron, the three things which produced the greatest sensation, and made the greatest impression on the Japanese, were a small locomotive, on a circular rail; an illustration of the uses of the electric telegraph; and last, but not least, the revolving arms of Colonel Colt, with which all American ships are furnished. The awe and astonishment produced by the repeated discharges of these weapons exceeded every other display of art or science before this accomplished but semi-barbarian people.

THE SMOKE NUISANCE.—On Wednesday last, the first summons under the Smoke Nuisance Act was issued, by direction of Lord Palmerston, against Mr. Jonathan Keen, the owner of the saw-mills on the west side of Waterloo-road, for having offended against the 16th and 17th of Victoria, and used a furnace not constructed so as to consume its own smoke. Deeming the matter of great public importance, as the first case of the kind, and as bearing in its result upon the various manufactories of the metropolis, we determined to inspect this formidable nuisance, as so represented at the Lambeth Police Court, and to publish the result of our enquiry. On entering the place, we were not a little surprised to find, in the victim who had been selected for persecution, a little hardworking-looking man, whose premises were on a most moderate scale, and whose furnace-arrangements were such as appeared to be utterly inadequate to the production of such wholesale volumes of fuliginous poison as he was charged with disseminating throughout the neighbourhood, to the great injury of the inhabitants. Now, the size of the furnace, which was of the ordinary kind, may be judged of by the dimensions of the boiler, which last, upon actual measurement, turns out to be 2 ft. 6 in. diameter, and 18 ft. long. The consumption of fuel in this furnace is exactly 6 cwts. per day, or 1 ton 16 cwts. per week. The coals used are the best Welsh, from Merthyr, Llangennoch, and other places, at 26s. per ton; and in order to lessen their aptitude for producing smoke, they are mixed with anthracite—facts which were shown by the production of the receipts for the various deliveries. The firing, again, we were assured, was conducted with more than ordinary care, and the boiler was simply used to drive a steam-engine for preparing materials for brushmakers. From these particulars, our manufacturing readers will easily perceive that, if Mr. Keen's little establishment is thus to be made the subject of persecution under the new Act, the industry of the metropolis generally is threatened with a very serious interruption. We quite coincide with the views of the Legislature, that the smoke nuisance should be destroyed, if it is possible to abolish it; but first let us have the groundwork of the remedy surely established, and not seize upon a man in the humbler walks of life,

and compel him to spend his hard earnings in a mere matter of experiment—for what? Because he produces the same amount of smoke as his neighbours—no more. The police who obtained the summons are scarcely to blame—they were urged by the inhabitants to proceed against some twenty or thirty delinquents, real or supposed. What were they to do? They wrote their several names upon as many pieces of paper, shook them well up in a bag, and Keen happening to come out first, they at once applied to Lord Palmerston for a summons against him. But there were other feelings than those of justice at work, both in and out of court, if what we hear be true. Those who complained most of the nuisance lived a few doors off the factory. The man immediately opposite, if he really thought it a nuisance, was at least determined to have the full benefit of it, for he was in the habit of keeping his windows open all day long; and his next door neighbour, whose furniture was represented as all destroyed by the smoke, had no furniture at all. These items of contradictory evidence should at least have induced Mr. Elliott to be a little more lenient with the defendant, and not, at all events, upon the mere dictum of a party present, insist upon thrusting a "Prideaux furnace" down his throat. We do not deny the several merits of the different inventions which are now before the public for the prevention of smoke; but the public mind is still in an undecided state as to their comparative merits. It is, after all, a mere matter of experiment. Here is Goding, the brewer, has expended about 300*l.* in trying to obtain a smokeless furnace, and we believe with little effect. Barclay, again, hopeless of improvement, lessens the apparent effect of his shaft by dividing the smoke among four flues; while the great engineering establishments on the Surrey side of the water, with their thousands of operatives, do nothing. Mr. Apsley Pellatt appears, as an M.P., to have taken pretty good care of himself, for he, and all who, like himself, are interested in the glass manufacture, are permitted, by the terms of the Act, to make as much smoke as they please. What is possible to others, is impossible to him. We do hope, if the case has not already gone too far, that the worthy magistrate will reconsider his decision in the present instance, and not compel the defendant to go to so much expense upon a mere assertion.

STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

Nov. 3.—I am happy this week to give you more general information than has been conveyed in my late despatches, having received from parties interested in several mines notes, which will, doubtless, be read with interest by the absent shareholders. It may be well, perhaps, ere I proceed to report upon the mines, to note the observations in your Journal of last week, both as regards the letter of Mr. Townsend, a neighbour of mine, who, I believe, I am known to, as, also, some remarks emanating from the editorial pen. I will endeavour to be brief in commenting on these two productions, and, with all due deference to you, must needs give the foremost place to your correspondent. It would appear that Mr. R. W. Townsend, M.E., has taken umbrage at my not comprehending some or all of his newly-introduced scientific terms, in reporting on the Irish Consols, and considers I ought rather to thank him for introducing new phrases, or phases. Now, leaving the anticlinal axis, quartzite rock, horse-shoe formations, and the action of the disturbing force, out of the question, I should feel much obliged if he would tell me of what elvan is composed, according to his theory. Quartzite, he tells us, is, in other words, "hard, compact quartz rock;" and, in case you should publish another edition of the *Mining Glossary*, it might be well to avail yourself of that gentleman's experience. As it may be useful, however, to him, as well as to others who may not be able to comprehend his geological terms, or those applied to mineralogy, I will endeavour briefly to describe what I consider to be "quartz," having consulted several scientific works, without being able to find the word "quartzite," which, doubtless, in a future communication, he may enlighten your readers upon. Now, "quartz" is one of the hardest minerals of which mountain masses are composed; and the most common forms of the crystals are six-sided prisms, terminated by six-sided pyramids, or two-sided pyramids united, forming a dodecahedron, whose faces are isosceles triangles. Uncrystallised quartz is seldom transparent, most frequently translucent, but sometimes opaque. Elvan is a compact rock, and finely granular, and contains distinct embedded crystals; the base, or paste, of elvan rocks, is felspar, and the embedded crystals are also felspar, though there may be small grains or crystals of quartz, or other mineral substances. In closing my note as to this gentlemen, I would beg leave to ask why the Ballyrizzard district is so much more metalliferous than that of Crookhaven?

Coosheen.—The local director has, I am given to understand, taken up his residence at the mine, and it is to be hoped his presence will cause a large increase in the returns; as I learn that the quantity of ore raised since his appointment will barely meet his salary. The 50 tons reported as being ready for shipment, and referred to in a late Journal, I am given to understand, in reply to enquiries I have instituted, consist principally of halvans remaining on the mine from the former cargo; the price, when realised in Swansea, will, however, be the best proof of the correctness or otherwise of my statements.

Carbery West.—From information recently obtained, I can inform the parties interested, that the "Chief Constant *lode*" is a horizontal *bed* in the clay-slate formation, containing veins or strings of rich grey ore, carbonate of copper; and in the joints of the slate, when fractured, are found minute stains of native copper. The direction of the strata is about east and west, and the underlie south. The Chief Constant shaft has been sunk on the underlie of the strata about 20 fathoms further east, and some 10 or 12 fathoms further north, in a parallel line. Bingham's shaft has been sunk several fathoms, with the view of intersecting the dip of the strata in Chief Constant shaft, in a hard, compact blue slate; but I regret to learn that every fathom they sink, the greater is the distance from the lode, or horizontal bed.

Brow Head.—At this mine the operations are very confined, the ore being of rich quality, but rather deficient in quantity. From the mode practised of paying the men, it would appear that the example set by the Kenmare Mining Company and the General Mining Company for Ireland, of paying the miners with meal in lieu of money—or in other words, giving orders on a store—is very like the truck-system, so oft deprecated in your columns.

Rooska Mine (near Bantry).—But little doing here, being in the same category with many of your Anglo-Irish mines; when there is a change, either underground or at surface, I will duly advise you. The steam-engine is lying on the mine, but I believe there are no funds to build the house, so that it will, I fear, not be much improved by being subjected to the inclemency of the weather.

Kenmare Mine.—Things here would appear to be going from bad to worse; the miners have not been paid for four months, and last week they seized the piles of ore, under a magistrate's warrant. It is also reported that the engine has in like manner been seized for income tax. This reminds me of the error fallen into of declaring a dividend out of the capital, instead of from the produce or profits of the mine, whereby the company have subjected themselves to this rate, and which, it would appear, has been duly enforced. The mine is full of water to the 56 fm. level, and there has been a "cruch of ground from surface down to the 17 fm. level." The number employed underground amount to two individuals. Keeping a steam-engine at work for two men, at the cost of 20s. a day for fuel, exclusive of engineer and stokers' wages, which may be set down at 7s. a day, in addition thereto, or after the rate of 485*l.* per annum; while no ores have been shipped or sold since May last. On Friday night last, during the heavy flood and storm, the bank of the large reservoir was washed away. The cinders from the coal formerly used in working the engine are being "jigged" over (quite a new idea), there being no coal on the mine, and the supply of turf, which has latterly been used, having failed. What the directors intend to do appears to be a profound secret; the returns may, however, slightly help them out of their difficulties, 10 tons of ore having actually been raised during the past two months. A large portion of the ore now lying at surface has not been subject to the dressing department, and I am given to understand is not worth 40s. a ton.

Lansdowne.—The operations here are going on successfully, but not so enterprising as could be wished. The ore has not yet been shipped, as freights are very high, the rate asked being 18s. to 20s. per ton. The quantity at surface may be estimated at 120 tons, some of which is rich for silver. The deepest workings are at the 42 fm. level, the shaft being in course of sinking to a deeper level; the ground as they get deeper is found more favourable for sinking.

Trinity Mines.—The workings here are confined to sinking two shafts, the lode in one, which is 6 feet wide, being with regular walls, and occasionally producing stones of lead ore, the present depth being about 10 fathoms. At the other shaft, which is down about 6 fms., the ground has somewhat changed, but from the coming water, which is brought to surface by manual power, it may be a question whether the operations here should not be stopped for the winter months, and the force employed in costeaning, with the view of tracing the lodes already opened upon, and making further discoveries in this extensive property. Immediately adjoining to the west, two copper lodes have recently been discovered, on the property of Lord Lansdowne, and which has been taken up for mining purposes, one of the lodes containing rich specimens of yellow copper ore, and the other a rich description of purple ore and carbonate of copper, cropping out at surface. The mines are well situate for shipping the ores, as also obtaining supplies, and it is assumed may be worked at easy cost. Operations are, I am given to understand, about being commenced by a private party, with every prospect of success. The district generally appears to hold out every encouragement to the honest mine adventurer, while it is to be regretted that the operations—or rather, I might say, the absence of them—at the Kenmare Mines, have thrown a gloom over the locality, which, however, there is good reason to believe will be dispelled at an early day.

I find in your last week's Journal a paragraph, in which you cite some observations from the *Nenagh Guardian*, relating to the hearing of the cause in the case of the General Mining Company for Ireland. Some 55 summonses having been issued for subsist by the miners, which, it was contended by Sir James Murray, the chairman of the board of directors, and a Mr. Evans, one of the newly-constituted directors, and a "toady," had never been agreed to, although I believe that the men were led to expect they had the "right," in which case Sir James would have found himself in the "wrong." I am sorry the article should have appeared without previously communicating with your correspondent. It was undoubtedly written under the control and surveillance of Capt. Carroll, one of the sitting magistrates, and a director of the company, who certainly stated that, although he was on the bench, he should take no active part, and, had he exercised a proper discretion, would not have been there at all. Your correspondent is let off easily, but it may be that you have too readily adopted the representations of your contemporary, without a knowledge of the facts. A story half told, and the other half concealed, is calculated to mislead,—how easy to make an extract with the last word omitted. The truth is, although the company were successful in the one case—that of "subsist"—they were beaten four times in the course of the month at the several hearings in Court, and warrants were, I believe granted. The assertion that the miners were paid in money is false. Meal has been supplied, and the truck-system again resorted to, for want of cash. I would ask, has the managing agent been paid for the last six or eight months? The core of miners has been reduced, no doubt, but from what cause? Simply, that they would not work without pay, and the latter they could not obtain. How is it that the worthy chairman and board of directors, with their auditors, have not discovered ere this the course pursued? The underground workings are stopped—the water is into the mine—two levels, adits, or cross-cuts, are in course of driving to intersect the lodes, and some women and children employed at surface to dress the halvans.

It is said that the expenditure is now reduced to 400*l.* per month; will they produce 40 tons of ore per month—or, in fact, reduce 1000 tons of halvans, or skimpings, which latter are calculated to produce 1 in 25, it being borne in mind that the cost is 2*l.* per ton for reduction, the freight and expenses at least 30s. per ton, which is to be deducted from the returns beyond the labour cost? I am obliged by your remarks as to the conviction on your mind that I am influenced by pure motives, and a desire to advance the mining interests of Ireland; but you may rely on it, while I remain your correspondent, I will expose abuses, whether on your side or on this.

IRON AND COAL TRADES OF YORKSHIRE AND DERBYSHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Nov. 3.—We find that makers of cinder-iron are offering bars at prices below the established quotations of quarter-day, but we do not anticipate any serious injury to arise from this course, as the bars are totally inapplicable for the general purposes of trade. The leading makers have, from the state of their order-books, an indisposition to deviate from the prices fixed at the trade meeting last month, and are deterred from doing so by the high value of iron, coal, and labour; the best qualities of pig-iron, used for established brands of malleable iron, having undergone but little variation in price. There still exists a heavy demand for hoops, plates, and railway iron, and but for American financial difficulties, we should have an overwhelming demand; this untoward circumstance, coupled with the recent advances in the corn market, the uncertainty of a suspension of hostilities with Russia—even should our expectations respecting the favourable termination of the seige in the Crimea be realised—has a tendency to keep the market from manifesting that buoyancy which would otherwise be shown; still, with the continued heavy sales of Scotch pigs, which are reported to exceed the "make," the extension of railways in this country, and the necessity for a greatly augmented rolling stock on all existing railways, to meet the increased developments of the railway system, and the adoption of iron almost universally for ship-building, affords us every reason to expect that high prices will be maintained, although, of course, subjected to fluctuations to some extent.

The Sheffield Trade is good, although the absence of so great a demand as usual from America has occasioned less activity; but we learn that considerable orders have been received recently for articles of Sheffield manufacture.

The Coal Trade appears, as yet, to be unaffected by the opening of new coal fields, and the continued high price of this article strengthens the opinion that iron will maintain its value, as it is strong evidence of the demand for iron manufactures being unabated. In the southern parts of Derbyshire, where railways do not now afford a sufficient exit for the coals, large quantities are accumulating on the pits' banks. The colliers are adopting their usual imprudent mode of procedure as the winter season approaches—neglecting their work whenever there is any coal on the pits' banks, and hesitating to add to even one week's consumption. This state of things is most prejudicial to their own, as well as their employers' interests, and particularly injurious to trade generally.

A meeting of the proprietors of the Midland Mining Company was held in Chesterfield, on Tuesday evening, Mr. Allsop, of Allpot, being in the chair, when a further call of 4*s.* upon each half-share was agreed to. The question of capitalising the profits of the mine at Ashover was discussed, and it was agreed to expend them in the extension of the works of the mine. The miners were reported to be working in the newly-discovered cavern, having sunk 12 feet lower down. The old committee were re-appointed, with the exception of one, who had resigned, his place being filled by Mr. Wigfield, of Rotherham. The press were excluded.

The lead mining operations in the Peak of Derbyshire appear to be going on vigorously and successfully. A few weeks ago we stated that the engine at the Brightside Lead Mine had commenced to tell upon the sumps, which were full of water, and had exposed richer ore to view at 40 fms. from the surface than had been seen within the memory of the oldest miner living. This persevering company immediately consulted local knowledge, and determined to start a level from the bottom of the engine-shaft to about 20 yards from the place where the rich specimen was to be seen; their great desire being to know whether those "gentry" who waste so much paper, time, and temper in the "city," in order to fasten conviction on the minds of the influential and unwary, that the cause of their ever-memorable exit from this very mine, and others in the locality, was solely from the fact that Nature's treasures did not bear downwards, were sound in their statement. And believing that facts would be more substantial and agreeable than the widely-circulated *ipse dixit* of these paper eminencies, this company at once staked their opinion before the mining world against that of the "city," by commencing a costly level in solid lime, 7 ft. 6 in. by 4 ft. 6 in., at 100 yards from the surface, and on Friday last they reaped their well-merited reward, in cutting the lode equally as rich at the depth referred to, and with every probability of continuing to twice the depth, as it was at 40 fms. from the surface. The ore is worth 60*l.* per ton when dressed, and there are several tons to the fm. The public at once accorded the palm of success to these matter-of-fact Derbyshire miners, by enquiring for every available share, and the stock immediately advanced 20*l.* per share, with a great scarcity of sellers.

The management, as is the case with most mines in the neighbourhood of Chatsworth, is under the supervision of an unpaid committee, the duration of whose power is generally only for six months, when the shareholders, at a general meeting, re-elect the same, or others, as circumstances may be, and all accounts, vouchers, &c., are inspected, if required, by each shareholder. The result is, the most perfect confidence and uninterrupted success. Indeed, the instances are not a few where parties have realised immense sums in these mines, and hitherto there has not been a disappointment or failure. The system of paid directors and patronage, and a catalogue of extravagant and often unnecessary appointments, as absorbents of capital and profits, and which sometimes render good mines unremunerative and at a discount, does not exist in any instance in the Peak of Derbyshire. The men of the Peak take it as a general axiom, that where Providence has deposited treasures, and made the recovery of them necessary to supply the wants of the globe, frequently the value of that natural deposit will be commensurate to the capital employed, and will leave a margin of profit, to induce continuance of effort; but they do not deem that legitimate mining, where efforts are paralysed by a posse of paid directors, and other thick-headed excrescences on healthy action, in the shape of over-paid secretaries and clerks, who never went down 20 fathoms in their lives; and to prevent the abuse of power, the disgrace and disappointment too frequently existing in many places, the management as successfully practised in the Peak, would go far to eradicate the evils, and give to mining enterprise that respectability which it has a right to attain. Therefore, we would advise all persons not to enter into mining adventures where they have not the control of their own property; but always determine to elect unpaid committees, whose powers should exist only for a limited period, and a pleasing change, and a happy phase, would then be seen in mining.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

Nov. 2.—The past week has been altogether commercially dull and gloomy. Everything seems to have partaken of the unfavourable and doubtful news from the war; and the orders for every description of iron, except those for Ordnance purposes, have been few and far between. The demand for the American market, by the last arrivals, has been very limited, and the trade altogether rules dull. With the exception of a few contracts for rails for our own lines, there are very few orders on the books for that kind of iron; and unless a very favourable and immediate change takes place, it will be difficult to keep the works in full time during the quarter. The men may now enjoy the first two days of the week without much injury to their masters; and yet it is strange that, impelled, as it were, by a rule of contrarieties, they become comparatively diligent, and desirous of work, when they are not required. The renewed high price of bread has also steadied their habits; and in their present mood they seem equal to the execution of orders to any amount. The orders are not, however, forthcoming, and we must wait events before they return in that abundance with which, during the last two years, we have been favoured. In this state of things, it is doubtful how far the quotations of quarter-day have been, or can be, maintained. Up to this time, there has not been any giving way by the large houses which generally govern the trade, whatever may have been done by needy holders and small makers. Indeed, with present prices of ironstone, coal, and labour, there cannot be any material alteration in the price of manufactured iron; and if a general departure from the quotations of quarter-day should take place, it will be necessarily followed by a reduction in all the essentials connected with the make of iron. It is, however, to be hoped, no such necessity will arise, and that the arrival of more fortunate intelligence from abroad, may restore confidence and orders. Judging, however, from the continued preparations being made by the Government for a vigorous prosecution of the war, we can hardly hope for an immediate peace. Within the last few days, contracts have been taken here for about 5000 tons of shot and shell, to be supplied within a short period. Mr. Cottom, of West Bromwich, has received an order for 480 tons weight of shot and shells; the former to be 3, 9, 42, and 56-pounders, and the shells to be 4¼ to 8 inches. They are to be forwarded as fast as possible to Woolwich, where they are to be filled up by the Government officers. At some of our large works, orders for marine boilers have also been received, and stores of that description are in requisition, and the demand has arrived in time to supply the want of other work, and enable the masters to keep the men at work.

In the General Hardware and other manufacturing branches, there has also been a marked falling off during the week; and, for cash, goods have been purchased on more advantageous terms than heretofore.

There are indications of sinking prices on manufactured iron goods. The nail manufacturers have issued circulars announcing a reduction of 1*s.* per cent. upon cut nails, and 2½ per cent. upon wrought nails. There is also rather a downward tendency in the lock trade at Willenhall, but the reduced circulars have not appeared, although a small reduction is reported upon brass locks. The falling off, however, in the last-mentioned branches could hardly, under ordinary circumstances, be viewed as a proof of a general depression, as they depend so much upon building operations, which may be said to be now seasonably suspended: and this also applies to another important branch in this locality—I mean the glass trade, the orders in which have also received a severe check. At the works of Messrs. Chance, the most extensive, perhaps, in the kingdom, the demand is very limited, but the hands are still employed. We are able to report favourably of the progress of works for the forthcoming French Exhibition. Our local committee applied for 9000 feet of space for the display of Birmingham goods; but at a meeting held here a few days ago, it was stated that the managers could only grant 3000 feet, and the exhibitors have been requested to reduce their demand in proportion. About 50 trades are represented, and some superior articles will be exhibited from this town; but many of the most important manufacturers seem as yet undecided—discouraged, no doubt, by the enormous outlay required for the last two Exhibitions.

In closing a trade report from Birmingham this week, it is almost difficult to do so without noticing, amongst the other depressing influences, the death of Mr. Charles Geach, M.P. for Coventry. Identified as he was with so many most extensive iron and coal works in this district, and commercial transactions of various kinds, his death cannot but be felt by many, and will, in all probability, be attended with changes in some of the works with which he was connected. He was much respected by all who knew him; and the announcement, to-day, of his sudden removal from amongst us, caused a feeling of regret in our commercial circles.

London Improvements.—Mr. Pym has designed a plan for relieving the bridges and thoroughfares of London, by building about 8½ miles of tubular superway, somewhat similar to the Britannia tubular bridge, running first from the South-Eastern Railway station to the Blackwall and Eastern Counties stations; from the Blackwall station to Charing-cross, by way of St. Paul's; and from the Eastern Counties to Tottenham-court-road, by way of Holborn. The South-Eastern and the South-Western Railways would be joined by a line which would run on to Westminster, and there would be junctions connecting the east and west lines, as well as branch lines to the Elephant and Castle, to the Angel, Islington, to Euston-square, King's-cross, Whitechapel, Lambeth, and to such other points in the principal thoroughfares as might be found desirable. The tubes would be wide enough for a double line of railway, and to be carried on columns of masonry in the rear of the principal streets, sufficiently high to pass over the tops of the buildings in the streets below. Trains to be passing along the lines without intermission, and to consist of first and second-class carriages, with fares 3*d.* and 1*d.* for all distances. There would be stations at all the junctions and all the principal cross-streets, and passengers would be raised and lowered in chambers by the aid of machinery. The cost of such a super-way Mr. Pym estimates at 500,000*l.* per mile, and he calculates that when in work it would yield 1438*l.* per day, or 10,206*l.* per week.

Post-Office London Directory for 1855.—This useful and indispensable work has again made its annual appearance, and is worthy of the fame which its predecessors have so justly acquired. The utility of the publication has long been acknowledged; and, judging from the present volume, it would be difficult to assign any limits to its sphere of action. We had last year to notice that very important additions had been made; and upwards of 200 pages more will be found in the present Directory than in that published last year. A new feature in the classification has been introduced, by the adoption of Messrs. Schlesinger's index to the map; while the continuation of the coloured edges, with the several divisions legibly marked, which shows not only the beginning, but likewise the termination of the various classes, must tend much to simplify the book, and render it to the man of business, and those requiring information speedily, of great and undoubted utility. The official index has been greatly enlarged; and although the work was published on the 1st of November, yet the corrections have been carried out until the 30th of October, thereby evincing the care and attention shown by the proprietors, in order that the public should have not only a complete but correct Directory. This has been the case not only with names of note, but likewise with merchants and tradesmen, who have commenced or removed their business during the last three months. One of the great merits of the *Post-Office Directory* is the punctuality with which every year it has been issued—generally being in the hands of the mercantile community the first week of November; and the present, if possible, is a great improvement on the former volumes. We can only reiterate that for utility and information, as a class work, it is unrivalled. The type and the getting up are in a superior style; and all must acknowledge it to be not only useful but ornamental.

Masonic Mirror.—Under this title, a monthly publication has just appeared, ostensibly devoted to matters concerning the respectable body of Freemasons; but which, from the valuable and varied nature of its contents, is evidently destined to become of general interest, and to have an extensive circulation among all those who seek and derive instruction and amusement from the better class of periodical literature.

AUSTRALIAN QUARTZ VEINS.—No. I.

BY JOHN CALVERT, ESQ., F.R.G.S., ETC.

Some of your correspondents who have lately been putting forth small assays of alluvial quartz to represent the average quantity of gold in a large mass, are perhaps not aware that it is not the nature of gold to be evenly disseminated throughout any quartz vein, alluvial debris, &c. A few assays from several pounds of rock cannot be taken as a mean average of a vein probably containing above a million tons. The sampling and averaging the yield from so extensive a mass requires the combined knowledge of geology, mineralogy, chemistry, and mining; and the specimens broken off by men ignorant of these sciences, even submitted to the best assayer in the world, would not be fair results to speculate upon, and would most likely mislead, either by being too rich or too poor.

In referring to a letter of the 14th of October, written by Mr. James M'Arthur, in which he gives an account of one of the Turon quartz veins, and, as I carefully examined and assayed all those veins, I am able to correct an erroneous impression which Mr. W. Hardy's report might give; for I am quite confident that there is no vein on the Turon, Tambaroora, or Louisa Creek, that contains on an average 5 ozs. to the ton for 100 feet, even on the surface; much less would it contain it below the surface. I have averaged, by careful sampling and assays, many quartz veins, both in America and Australia, and amongst them the Turon Ridge vein. As Mr. James M'Arthur seems to openly court truth and knowledge, I will extract from my note-book a few words relative to it.

No. 7 Turon quartz vein runs north and south; dips with the country; various widths—generally 3 feet; widens when split, but then narrows down; at one part forms the saddle of one of the spurs running down into the bend of the river; schist, much distorted by trap; to the south lies the Macquarrie River—to the north, Tambaroora. This vein contains surface-specimens of gold in three places, some of which I obtained, and found to be very rich. They will follow down upon the backs a few fathoms, but only in patches. The quartz was tinged with oxide of iron; tougher near visible gold. In one part of this vein I found a small sample of lead, which, upon assay, contained silver, bismuth, and a trace of gold. This vein may be worked down for gold to various depths, according to the position and relative condition of the vein to the country or strata holding it; the depths are various—10, 15, 25, and at one place even 30 fathoms. It will take about one mile and a half of this vein, with its offshoots, to make a million tons of workable stuff, which, at 4 dwts. 19 grs. of pure gold to the ton, will be a little short of one million sterling.

Nearly two miles distant, up the river, is another parallel vein, which is likewise of some importance for gold. The whole country round about is well timbered, and a large volume of water flows down the river, except in droughts, which occur about every five or seven years. Now, the question will be, at what cost can this large sum be obtained? Will it take an equal amount of money to extract it out of the quartz, or will less do? I have no doubt there would be plenty found who would readily undertake to do it for less, and who would be delighted to have the chance of experimenting with other people's money. What would they do? Most likely some expensive machinery would be erected, and a few tons of stuff would be found so rich, that after losing, perhaps, one-third of the gold, the most expensive processes could be shown to pay. I could point out some very pretty machinery, which would yield only a few shillings profit, after treating an ore worth 20*l.* per ton. The rich little samples and surface specimens of the Turon, Tambaroora, and Louisa Creek quartz, might be worked to pay a very large profit, by adopting the old Mexican mill, which has often been erected in California at an outlay of from 30 to 50 dollars; and the whole establishment might be carried on by a man, a boy, and a mule.

These rough mills have been used by working-men, with great profit, to work up rich surface, straggling blocks of quartz, or the backs of the veins near the surface. Depend upon it, they never left a vein so long as visible gold was to be found: when they had finished with a vein, it used to be said, quoting the American expression, "that then it was exactly in a fit state for a company of Britishers;" or, in other words, a London gold company, with all its appurtenances of manager, directors, chairman, sub-managers, solicitors, bankers, engineers, clerks, captains, and such a host of officials, too tedious to name, which the gold-seeking public were made to believe were all to be paid out of the hard, solid quartz rock. The argument in favour of the quartz paying this magnificent staff, instead of the shareholders, was generally based upon some small pieces of quartz knocked off the corner of a vein where it cropped out of the ground (which is generally the richest spot from which to obtain a specimen in quartz veins carrying no other metal), which, being divided into still smaller pieces, is sent to the most celebrated assayists. There the thousandth part of a grain is nicely calculated, and the average per ton is sent in to the worthy promoters, who, being men with a smattering of accounts, after several hours of consideration and calculation, are quite astonished at the enormous amount of their own figures. For instance, suppose the specimen (less than 1 oz.) gives at the rate of 17 ozs. 11 dwts. 13 grs. per ton, then what is the whole mountain worth? The result is very seldom printed, but is confidentially gone over with each shareholder separately; or he may take the figures home, and calculate them over with his friends, some of whom, it is not improbable, may be seen going towards the city next morning.

But, to return to the subject of the million tons of hard quartz rock, containing an average of 4 dwts. 19 grs. to the ton, which is at this present time lying undisturbed in Australia, like so much money in a bank at no interest, and which, before it can be obtained, an expensive process and chancery suit must be encountered. Let us now see, by investigating the accumulated knowledge of three centuries, and the experience of our practical men and inventors of the present day, what will be the cost of that process and suit. I shall discuss this subject in future papers, when I think it will be found that the wealth of Australia, in the shape of her mineral veins, will form no mean item in the future greatness of her commercial resources; but if they should be locked up for many years, either from ignorance, prejudice, through overrating their richness, or narrow-mindedness of the Government, then would one of the great doors of her progression be closed, in the loss of the extensive wealth and industrious population that would be called into existence.

MINING OPERATIONS ON THE RHINE.

At the Cornwall Geological Society, the Rev. J. Punnett, M.A., Fellow of the Cambridge Philosophical Society, read a paper on the Zinc and Lead Mines, and the Processes used in Smelting the Ores, at Stolberg and La Vieille Montagne.

Zinc, the consumption of which has wonderfully increased within the present century, is produced in large quantities from the neighbourhood of Aix la Chapelle, principally from the Stolberg and Vieille Montagne Mines. The ore, almost entirely carbonate of zinc, is found in veins, varying in size, and traversing the rocks much in the same way as the copper and tin lodes in Cornwall. The reduction of it to a metallic state is always a tedious and expensive process. In connection with one of the smelting-houses at Stolberg, the preparatory operations were principally performed by calcination, in the other by successive washings. They had erected Brunton's frame, but the directors informed Mr. Punnett that it had not been found effective, and it was not then in use. To produce 1 ton of metallic zinc seven tons of coals are required, and as coals cost about 10*s.* per ton, the expense of fuel alone in the smelting is 3*l.* 10*s.* per ton. The ore is not thrown loose into the furnace with the flux, as in smelting tin-stuff, but is confined in vessels called *mouffles*, which are made of baked clay, and do not generally differ in shape from our earthenware ones. A hole is perforated in the flat face of the muffle, and the metal, when fused, is conducted by a pipe into the moulds to cool, after which it is fit for the market. The treatment of the silver-lead ores did not vary essentially from that which is adopted in England. The workmen of La Vieille Montagne are combined into a *societe*, under the control of their employers, and are regulated by a code called the *caisse des ouvriers*. Just as in our mines, the miners pay a monthly subscription for medical advice, when they need it, from accident or sickness; but, beyond this, they have an opportunity of making a provision, in case of permanent disability or old age. Each man contributes to this latter fund 2 per cent. of his gettings; and the company of adventurers contribute, for the same purpose, another two per cent., making the sum equal to 1-25th of the whole earnings of the men employed. When a man becomes chargeable to this fund, if he has been in the establishment under 10 years, he receives weekly pay equal to one-fourth of his average gettings; if above 10 and under 20 years, one-half; if above 20 and under 30 years, three-fourths; and if above 30 years, a weekly sum equal to his whole average weekly wages. A school and hospital are also attached to the establishment, the whole of which bears upon it the impress of the most perfect system of order and arrangement. The ore, calamine, or carbonate of zinc, is compact and earthy. The silicate of zinc also occurs; but not in any large quantities. The mine is an open one, and the basin has been excavated to a depth of 25 fathoms. Below the bottom of this basin shafts have been sunk, to a depth of 5 or 6 fathoms, for the extraction of the ore. The walls of the excavation, of a dark ferruginous hue, are of dolomite, which on one side projects into the basin with a bold buttress, alternating with a dark schistose rock, into neither of which does the zinc ore penetrate. The mine has been worked for more than 800 years; though it is only within the last 15 years that the operations have been vigourously prosecuted under the existing system. The ore, when brought to grass, is principally in the form of nodules, varying in size and magnitude from that of a 64 pounder down to the size of a small peg-top. These nodules are piled with great regularity, in long pyramidal masses, by the side of tramroads, along which the ore, as it comes from the mine, is conveyed in hand-wagons. The shape of the masses is very similar to those in which cannon-balls are piled up; and, at a distance, might be mistaken for them. The annual quantity of ore raised from this enormous deposit is no less than 56,000 tons, chiefly in nodules, but a portion of it in smaller pieces. It contains on an average, 37 or 38 per cent. of metal; so that, taking the price of zinc, which it now is at about 21*l.* per ton, the value of the metal produced annually is between 400,000*l.* and 500,000*l.* sterling. The economy of space, time, materials, and labour has been evidently studied throughout. No piles of rubbish are strewed about, giving a desolate and disorderly appearance to the mine. The tramways are swept as clean as a gravel walk. Method prevails everywhere. Every thing is carried on by rule and measure; even the "deads" are weighed on a drawbridge. The ore, having been prepared by successive washings and calcinings, is smelted, by much the same process as at Stolberg.

Mr. PUNNETT add ed, that on visiting the works he had received the benefit of Mr. Bolitho's knowledge of one branch of smelting, as that gentleman accompanied him, and also of the explanations of M. Piot.

Sir C. LEMON remarked that at Mr. Taylor's works, in North Wales, precisely the same process was carried on, in separating the silver from the lead, as that described by Mr. Punnett, and it was worth any one's while at all interested in the subject to call and see the works.

Mr. TWEDDY said, at Messrs. Michell's, at Point, a process invented by Mr. Pattinson, of the north of England, was employed for separating the lead and silver.

Mr. PUNNETT said that Mr. Bolitho had observed nothing that was new at these works, in a scientific point of view, but the order and beautiful arrangement he had never seen surpassed.

Mr. CARNE believed the only process used generally was cupilation.

INDUSTRIAL EMPLOYMENT OF THE EARTHY METALS.—The great affinity of aluminium for carbon, with which it forms a very stable and exceedingly hard alloy, renders it very valuable in my system of manufacturing steel. It serves to fix the carbon in the metal, so that the same piece of steel may be heated and tempered several times without alteration. Aluminium generally gives steels and alloys of great hardness, very white, dull, and damasked; these alloys are ductile and malleable. The alloys of silicium, on the contrary, have a short granular fracture, of a dull white, without lustre; they are excessively hard, but brittle, and become more and more so in proportion as the quantity of silicium is increased; 5 or 6 per cent. of silicium renders metals and alloys capable of being pounded like stones under the pestle.—A. CHENOT: *Comptes Rendus.*

PREPARATION OF ROUGE AS A POLISHING POWDER FOR GLASS AND METALS.—The author recommends the employment of oxide of iron obtained by the calcination of protoxalate of iron, in preference to the lixiviated colcothar, as a polishing powder for optical glasses, metals, &c., especially for the finer work. At the present price of sulphate of iron and oxalic acid, it may be prepared for about 5*s.* a pound.—Prof. A. VOGEL, jun.: Buchner's *Neues Report.*

MINES AND MINING—SECOND SERIES.—No. VI.

BY EVAN HOPKINS, C.E., F.G.S.

The buying and selling of mining shares, and speculating in mineral properties, ought to be carried on as fairly and as legitimately as any other kind of speculative investments. There can be no objection whatever to persons selecting and obtaining any given mineral ground, which may be supposed worthy of trial; or in dividing the same into shares, and offering them to the public, provided it is not done and founded on false representations. But, unfortunately, the most worthless setts imaginable, which are well-known to be so, are often made to appear (through the medium of some accommodating agents) invaluable prizes; and, after obtaining large premiums, they are kept in the market for a long period by the aid of false reports, merely for supporting offices. Even the common apparent precaution of legitimate shareholders in sending competent persons to inspect the mines, and give their opinion thereon, becomes almost a mockery, and unavailable; indeed, instead of securing the interest of the uninitiated shareholders, it often happens that they are the means (although unintentionally) of increasing the benefits of the promoters and sharedealers, without doing the least good to the mines themselves. For instance, a mine may present favourable prospects in certain parts, and might be rendered productive, if worked economically, in those parts represented, &c. Such a report would be considered at once highly favourable, the shares would get up, the expenses of the offices would increase, the mine agent would go on just the same, carrying on costly works, perhaps in the wrong direction, until the patience and pockets of the poor shareholders become exhausted. It then turns out that the parts recommended at first were never tried, and another capital is demanded for that purpose. Such has been the case with several mines, to my knowledge, during the last three years.

The uncertainty and fluctuating character of mining is such as to require the greatest care and economy in carrying on the operations; indeed, there are but very few mines that can afford the cost and extravagance of some offices and mining agents. We not only require a good practical knowledge of the ground, and the most suitable system of explorations, but also strict and regular business habits in connection with the routine; and, above all things, honest principles to represent the real state of things as they progress, be they good, bad, or indifferent. No persons should be allowed the management of mines unless they possessed the above qualifications. Capitalists ought not to embark in such undertakings, unless they saw that their money was placed in competent and honest hands; and to ensure the continuance of good and economical management, they ought to attend the meetings, and see that their interests and the operations were duly attended to. Many of the mining frauds have proceeded from the neglect and indifference of shareholders, and owing to their allowing all kinds of persons to form committees of management, and listen to the twaddling reports of every Tom, Dick, and Harry. An old Cornish adventurer will never pay a premium for a share in a mine; he knows too well that the risk is quite sufficient, not to pay more than the cost. Neither will he allow a mine to be managed by any other than a really competent agents. Hence Cornishmen generally secure good and paying mines for themselves, and leave the glittering rubbish to speculators, who come to London to decoy the uninitiated, by promising them from 15 to 20 per cent. on their capital.

AUSTRALIA.—The arrivals during the week include—the *Walter Hood*, from Sydney, whence she sailed on the 17th August, with 7666 ounces of gold and 28,834*l.* in sovereigns, representing a total value of about 59,400*l.* The *Frances Henty* from Melbourne, with 35,876 ounces of gold and 4400*l.* in sovereigns, representing a total value of about 139,800*l.* The *Cornhill*, from Hobart Town, with 25,000*l.* in gold.

By the last accounts, the *Ballarat* was on the point of sailing from Melbourne, and was expected to take some 150,000*l.* or 160,000*l.* in gold.

Considerable anxiety is being felt as to the safety of the *Swarthmore*, which sailed from Melbourne for London on the 17th of June, with gold on freight to the value of 260,000*l.*, and the rate of insurance on this vessel has risen to 25 guineas per cent. at Lloyds'. Some of the underwriters, indeed, being "full," are indisposed to do further business in connection with this vessel.

The *Golden Era*, from Melbourne for Liverpool, put into Pernambuco, on the 28th Sept., for supplies, having on board 84 passengers, and about 200,000*l.* worth of gold on freight.

THE GOLD FIELDS.—In his *Gold Circular*, dated Sydney, Aug. 11, Mr. J. G. Cohen says:—"It is with extreme pleasure that I have to report some glorious news respecting our gold fields; and, from what we have seen and is reported, I trust we have found another Mount Alexander and Bendigo gold field. The Western Escort brought down six beautiful specimens of gold in nuggets, weighing 25 ozs. 3 dwts.—part of a sample of 48 ozs. 15 dwts. 12 grs. of gold dust, found near Bathurst. The whole appears as if it had been lately taken out of the ground, the clay still fresh. Both the dust and nuggets are very much like the M'Ivor and Mount Alexander gold, and are of a fine quality. It is my intention to have the gold assayed on Monday, and every information obtained then. The parcel, as received, will be on view at the Bullion-office, next door to Mr. Lamb's, jeweller, near the Post-office. They are a consignment by this day's escort to Mr. Watkins. The locality from whence the gold was dug is near the estate of W. H. Suttor, Esq., between Bathurst and the Turon; and it is stated by the correspondents of Mr. Watkins that there are plenty of such nuggets, if the diggers will only take the trouble to look for them. From the same gentleman, I have been shown a letter received from Yass, and extract the following glorious news:—'Mr. Williams, of Yass, brought intelligence on Saturday last of a new diggings at Illalong, 16 miles from Yass, of some children having picked up 3 ozs. of gold at Illalong Creek; the same was brought to Mr. Laidley, Yass. It appears that the mountains near this creek are a chain from Bendigo to Yass.' These are facts; and therefore our miners' best energies should now be at work, and with such prospects, there is no doubt we have as valuable and extensive fields undiscovered as our sister colony. The escorts brought down 2500 ozs. The price of gold remains high, 3*l.* 18*s.* per oz. being given. Large quantities of this country gold have been sold for Port Phillip. Parties must be cautious in purchasing. The banks melt and assay all gold they buy. Price of New South Wales gold, 3*l.* 17*s.* 6*d.* to 3*l.* 18*s.*; ditto, Port Philip, 4*l.* 2*s.* per oz."

GOLD MINING AND MACHINERY SPECULATIONS.—In the Court of Bankruptcy, yesterday, Mr. T. A. Readwin underwent an examination respecting his affairs, and the difficulties in which he has, unfortunately, become involved. Mr. Readwin was described as a dealer in shares, &c., of Winchester-buildings, Old Broad-street. The balance-sheet, extending over a year and-a-half prior to the failure in July last, contained the following items:—To creditors unsecured, 3538*l.*; ditto, holding security, 5140*l.*; capital, 4280*l.*; profits, 3038*l.*; liabilities, 3445*l.*—By good debtors, 242*l.*; doubtful ditto, 1634*l.*; bad ditto, 1153*l.*; property surrendered, 1099*l.*; ditto, held by creditors, 4988*l.*; losses, 3597*l.*; trade expenses, 1743*l.*; domestic ditto, 1534*l.*; liabilities as per contra. The liabilities are principally on acceptances given in connection with Berdan's Gold Quartz Crushing and Amalgamating Company, held either by the company or by other parties. The bankrupt states himself to be also liable, as a shareholder, in the following mining companies:—West Allity-Crib Mining Company, East White Grit, Weston, Wheal Augusta, Sierra de Gador, Cwmheisian, North Levant, &c. He was also liable as a lessee of the East White Grit Mining Company, and the Ritton Castle Company, and as a director of the Dalecarlia and Linares Companies; but, with respect to the latter, he states that no claim is likely to arise against the estate. Mr. Lawrance, for the assignees, offered no opposition; Mr. Taylor opposed for Mr. Fox, upholsterer, a creditor.—Mr. Whitmore, the official assignee, stated, in answer to the Court, that there was about 450*l.* of assets in hand.—Mr. Lawrance said the bankrupt had been connected with Berdan's gold crushing machinery, which was at one time worth near 100,000*l.*—His Honour said Mr. Fox might very justly be indignant at not being paid for his goods. Still, considering the delusion into which the bankrupt had fallen as to this gold crushing machine, some allowance was to be made as to the probable intention. The question had better be gone into at the certificate meeting. The bankrupt then passed, and it was ordered that the protection should be continued.

COAL IN IRELAND—ITS SUPPOSED EXISTENCE AT MAGILLIGAN.—Sir H. H. Bruce, Bart., of Downhill, judging from different circumstances that coal was in his neighbourhood, obtained, through the instrumentality of the Earl of Eglinton's factor, the assistance and advice of one of the most eminent mining engineers in Scotland—Mr. Alexander, of Glasgow, who, though from the untried nature of the country he did not like to speak with certainty, advised boring to the depth of 500 ft. Sir Hervey then, we believe, applied for the co-operation of the Marquis of Waterford and Sir F. Heygate, two neighbouring landlords. Sir F. Heygate at once assented, and a boring was made to a depth of 500 feet, on Sir H. Bruce's estate in Magilligan, as it was imagined the metals rose to the eastward. The bore passed through the lime and a very considerable depth of lias formation, and towards the end of the bore met with many veins of sandstone, which would appear to indicate the bottom of the lias. Sir Hervey then applied again for advice to Mr. Alexander, who wrote to him as follows:—"I would not advise you to commence further boring, unless you are prepared to bore upwards of 1200 ft.; and if you were to find coal at the depth of 1500 feet, in a good marketable state, the speculation might prove a profitable one." Two fittings have been completed lately in the North of England, upwards of 1800 ft. each. Upon receiving this communication, Sir Hervey and Sir Frederick felt they could not themselves, unaided, undertake so heavy a task; so operations are stopped, but the bore was closed in such a way that it might be commenced on some future day, if thought advisable. It remains now to be seen whether the Cloth Workers' Company, who are the principal proprietors of that part of the county Derry, will do anything towards developing the mineral resources of that district.—*Derry Sentinel.*

COAL VERSUS SINEWS.—It has been proved, says Prof. Henry, president of the Mechanic's Institute at Washington, that, on an average, four ounces of coal are sufficient to draw on a railroad one ton a mile. It has also been found, on experiment, that a man working on a treadmill continually for eight hours, will elevate 1,500,000 lbs. one foot high. Now, Cornish engines will perform the same work by the expenditure of 1½ lb. of coal. It follows from these data that about 5 tons of coal would evolve as much power during its combustion as would be equal to the continued labour of an able bodied man for 20 years, at the rate of 8 hours per day; or, in other words, to the average power of a man during the active period of life.

At the recent explosion at Gateshead, it was observed that its force was felt most in a north and south direction; the effects are now painfully visible in the destruction of property, but much more so in the above direction than east and west.

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Completely Registered under 7 and 8 Vic., 29th July, 1854,
DIRECTORS.
HARVEY BOWEN JONES, Esq., Montague-sq., and 22, Austinfriars—CHAIRMAN.
GEO. DREW, Esq., Kenley, near Croydon, and Bermondsey—DEPUTY CHAIRMAN.
JOHN FERGUS, Esq., M.P., Strathore, Fifeshire, N.B.
JAS. J. MACINTYRE, Esq., Onslow-crescent, Brompton.
WM. ALEX. THOMAS, Esq., 50, Threadneedle-street. 71
(With power to add to their number.)
AUDITORS—John Nelson, Esq., 1, Windham-place, Bryanstan-square; John Thomas, Esq., Threadneedle-street.
SOLICITORS—Messrs. Atkins and Andrew, White Hart-court, Lombard-street.
BANKERS—The London and Westminster Bank; and the Union Bank of Scotland.
OFFICES,—40, KING WILLIAM STREET, LONDON BRIDGE.

The business of this company is the preparation of flax and other vegetable fibrous materials for various purposes of manufacture, by means of improved processes, partly secured by Letters Patent, which are the exclusive property of the company.

The demand for flax in linen manufacture, as well as for the various recently invented preparations from flax and other vegetable fibres for manufacturing purposes, justifies the promoters of this company in their expectations of an extensive business, and of such profits as will ensure to the shareholders a liberal dividend upon their capital.

The company's works, in the county of Fife, are already in full operation, and it is intended, hereafter, to establish manufactories in other districts of Scotland, where the growth of flax is now, or likely to be, carried on.

The soil and climate of Scotland are especially calculated for the growth of the flax plant, and in those districts where establishments have been erected for the manufacture of flax from the straw the cultivation is rapidly extending.

As an investment, this company presents the certainty of an immediate return, manufacturing operations having actually commenced, under very favourable circumstances, which cannot fail to secure to the undertaking a high place in the public estimation.

As a means of promoting and extending the cultivation of flax, and of rendering the manufacturing interests of the country more independent of foreign supplies, it will doubtless continue to receive (as it has already, so far as it has been made known, secured) the countenance and support of gentlemen interested both in agriculture and manufactories.

The greater part of the shares (£10 each) have been allotted and fully paid-up—of those remaining to be disposed of, a portion are reserved for allotment to parties locally and otherwise interested in the cultivation of flax.

Applications for shares to be made in the following form, and addressed to the directors of the Scottish Patent Flax Company, 40, King William-st., London-bridge.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Scottish Patent Flax Company.

GENTLEMEN,—I hereby request that you will allot me ..... shares of £10 each, in the above-named company, and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay the deposit and calls thereon at the appointed times; and to execute the Deed of Settlement and all other necessary documents when required to do so. I am, Gentlemen, your Obedient Servant.

Name in full .....
Profession, trade, or occupation ...
Residence in full .....
Place of business, if any .....

Name of referee .....
Address .....
Date .....

A New Edition, in 8vo., price 10*s.* 6*d.*,
HISTORY OF THE IRON TRADE, FROM THE EARLIEST RECORDS TO THE PRESENT PERIOD. By HARRY SCRIVENOR, Liverpool, Author of the *Railways of the United Kingdom Statistically Considered.* 72
London: Longman, Brown, Green, and Longmans.

Just published, post 8vo., cloth boards, price 6*s.*,
COAL MINING: INVESTIGATED IN ITS PRINCIPLES, AND APPLIED TO AN IMPROVED SYSTEM OF WORKING AND VENTILATING COAL MINES. With Illustrations. By JOSEPH MARLOR, Sen., Oldham. 73
London: C. Bartlett and Co., Paternoster-row.

On the 1st December, price 4*s.*,
LAXTON'S BUILDERS' PRICES FOR 1855, containing 11,000 Prices and Memoranda, together with Numerous Tables. The 32d edition. By E. W. LAXTON, F.S.A., Barrister-at-Law, and H. LAXTON, Architect. 74
Published at the Office of the *Civil Engineer and Architects' Journal*, 13, Aprndel-street, Strand, and to be had of all booksellers.

SCIENTIFIC BOOKS.
Just published, and will be sent gratis and post free to all parts of the world,
MESSRS. E. AND F. N. SPON'S CATALOGUE OF VALUABLE BOOKS, NEW and SECOND-HAND, ENGLISH and FOREIGN, relating to Architecture, Civil and Mechanical Engineering, Mining, Metallurgy, Trades, and Manufactures; with a choice collection of Mathematical Works. 75
E. and F. N. Spon, 16, Bucklersbury, London.

BLUNDERS.—WATKINS'S DIRECTORY FOR 1855.—In eight pages imperial octavo, a Review of the Marsh edition of *Watkins's London Directory* for 1854, exposing a large number of blunders, by far the greater part of which appeared in the first edition of *Watkins's Directory*, published in December, 1851, and which have since been reprinted with every subsequent edition of the book. *Watkins's Directory* for 1855 has been already published, and all the IDENTICAL BLUNDERS exposed in the Review have been AGAIN REPRINTED into it. 76
Persons who have purchased the work should, without delay, obtain the Review, which may be had here gratis, or will be forwarded on receipt of one postage stamp.
Kelly and Co., 19, 20, and 21, Old Boswell-court, Temple Bar, London.

WEEKLY LIST OF NEW PATENTS.

WEEKLY LIST OF PATENTS SEALED.

R. Laming: Purifying gas and obtaining ammonia.—F. S. Thomas: Locomotives.—D. Chalmers: Railway breaks and communicating signals.—W. H. Phillips: Rotatory steam-engines.—W. B. Adams: Rails and fastenings.—T. Harris: Separating steam from condensed water in transit to cylinder.—W. Frost: Steam-engines.—J. A. Lander: Spikes and nails.—W. Croskill: Portable railways.—J. T. Chance: Manufacturing articles from whinstone.—G. Weeks and G. Pinner: Furnaces.—S. Hjorth: Magneto-electric battery.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

C. Liddell, Abingdon-street—Improvements in the permanent way of railways.

T. M. Woodyatt, Kinver Mills, Stafford—Improvements in consuming or suppressing the smoke of steam-engine boiler and other furnaces.

R. Waller, Leeds, Improvements in valves applicable to steam-engines and other purposes, and in apparatus connected with the same; also, improvements in engines and apparatus and means of obtaining motive power from liquids, vapours, gases, or air, parts of which invention may be applied also to ordinary steam or other engines. [wheels.

A. G. A. Martin, and C. Lefol, Paris—Improvements in the manufacture of iron

A. Warner, New Bond-street—Improvements in the manufacture of metal sheets for sheathing ships and other vessels, and for other uses.

W. C. Fuller, Bucklersbury—Improvements in the adaptation of india-rubber springs.

J. W. Hoby, Renfrew, and J. Milner, Stanley-street, Pimlico—Improvements in steam-engines.

W. Waite, Gloucester-street, Gloucester-gate—Improvement applicable to the construction of sewers, drains, and pipes for the conveyance of sewage, water, or gas.

R. A. Brooman, Fleet-street—Improvements in the manufacture of wheels for railway carriages.

B. Blackburn, Clapham-common—Improvements in the manufacture of pipes, when applying slate for such purposes. [water.

A. E. L. Bellford, Castle-street, Holborn—Improvement in propelling vessels in

J. Burch, Crag-hall, near Macclesfield—Improvements in marine and other steam-engines. [building.

C. Marratt, Royal Exchange-buildings—Improvements in fastenings for ship-

A. Y. Newton, Chancery-lane—Improved mode of extracting sulphur from compounds of india-rubber and sulphur.

W. Rye and W. Crowther, Oldham—Improvements in steam-engines.

J. Hodgson, Sweeting-street, Liverpool—Improvements in the construction of iron [of rotatory engines.

J. Allen and J. Taylor, North-street, Aberdeen—Improvements in the construction

J. H. Tuck, Pall-mall—Improvements in packing for pistons, piston-rods, valves, and other uses.

W. Smith and T. Phillips, Snow-hill—New mode of constructing and connecting pipes or tubes for gas, water, or steam purposes.

CORNISH STEAM-ENGINES.

Abstract from *Browne's Cornish Engine Reporter*, from 20th Sept. to 21st Oct.:—

PUMPING ENGINES.	
Number reported	26
Average load per square inch on the piston, in lbs.	14·9
Average number of strokes per minute	4·5
Gallons of water drawn per minute	4280
Average duty of 16 engines, being million lbs. lifted 1 ft. high by the consumption of 1 cwt. coals	67·7
Actual horse-power employed per minute	352·7
Average consumption of coals per horse-power per hour, in lbs.	3·5
ROTARY ENGINES.—WHIMS.	
Number reported	19
Number of kibbles drawn	44,611
Average depth of drawing, in fms.	136·9
Average number of horse-whim kibbles drawn the average depth by consuming 1 cwt. of coals	47·8
Average duty of 11 engines, as above	18·1
STAMPS.	
Number reported	5
Average number of strokes per minute	9·9
Average duty of four engines, as above	55·8
Actual horse-power employed per minute	184·1
PUMPING ENGINES DOING HIGHEST DUTY.	
Par Consols, 80 in. single ..... Millions.	100·2
Fowey Consols, 80 in. single ..... ,,	100·1
Great Polgooth, 80 in. single ..... ,,	94·2
West Fowey Consols, 60 in. single ..... ,,	77·0
Pembroke and East Crinnis, 80 in. single ..... ,,	75·3
Trelawny, 50 in. single ..... ,,	74·6
WHIM ENGINES.	
Fowey Consols, 22 in. double ..... Millions.	29·1
Great Polgooth, 22 in. double ..... ,,	21·2
Par Consols, 24 in. single ..... ,,	20·2
Fowey Consols, 18 in. double ..... ,,	19·0
STAMPING ENGINES.	
Wheal Uny, 36 in. single ..... Millions.	61·7
Tincroft, 36 in. double ..... ,,	52·4
Great Polgooth, 35 in. double ..... ,,	52·2
South Caradon, 2 in. single ..... ,,	49·0

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACTS FOR STORES FOR THE YEAR 1855.—The Directors are prepared to receive TENDERS for the SUPPLY of the undermentioned STORES, viz.:—

No. of Contract.	No. of Contract.
1. Brass sheet and tubes for locomotives.	19. Lead, white and red.
3. Copper.	19a. Lead, sheet and pipe.
4. Canvas.	20. Iron, Yorkshire.
5. Carpet and rugs.	20a. Iron, Staffordshire.
6. Cloth.	20b. Iron, pig.
7. Axles.	21. Iron castings.
9. Crucibles.	22. Iron work.
10. Curled hair.	23. Wheels.
11. Carriage furniture, brass.	24. Oil, burning, &c.
12. Colours.	25. Oils (various), tallow, and tarpentine.
12a. Drysaltery.	26. Oil cloth.
13. Coach trimmings.	27. Steel.
14. Cotton waste.	28. Steel springs and files.
15. Bags, rope, hemp, &c.	29. Tin blocks.
16. Glass, plate.	30. Tin sheet and spelter.
16a. Glass, various.	31. Varnishes.
17. Hardware and station stores.	32. Sundries.
17a. Brushes and pencils.	34. Hats.
18. Leather.	35. Caps.
18a. Leather, various.	

Specifications and forms of tender may be had on and after Monday, 23d October, on application, in writing, to the secretary, Euston Station, London.

Forms of tender for each contract are printed separately, and parties applying should state the particular contract or contracts for which they propose to tender.

Patterns may also be inspected on and after Monday, 23d October, from Ten till Four o'clock, at the Company's Pattern Room, Euston Station; and any further information required may be obtained on application to the heads of the several departments. Tenders may be sent in on or before Ten o'clock on Monday, the 6th of November. By order of the Directors, CHAS. E. STEWART, Sec.

Euston Station, Nov., 1854.

TAMAR MARIA MINE.—The QUARTERLY GENERAL MEETING was held at 19, Royal Exchange, on Monday, 30th October, 1854,

Mr. SAMUEL WEATHERLEY in the chair.

The minutes of the last meeting, the report of the committee, the balance-sheet, showing a balance in favour of the mine of £298 3s. 5d., having each been read and adopted, it was

Resolved unanimously,—That Capt. Joseph Hodge be appointed agent at this mine.

Resolved unanimously,—That the committee of management be re-elected.

It appearing that a small number of the original scrip shares are still out, and remain unconverted; in accordance with the resolutions passed at the Special General Meetings, held on the 16th January and 6th February last, and reference having been made to the minutes passed at another Special General Meeting, held on the 5th May, it was

Resolved unanimously,—That, considering the satisfactory position of this mine, and that every reasonable indulgence has been given to the persons holding such original scrip certificates to comply with the resolutions before referred to, it is expedient that the order for sale, made on the 5th May last, be carried out forthwith; and the committee of management are hereby requested to have such shares sold by auction within 14 days of the date hereof, with power, however, to them to allow the conversion of all or part of such shares prior to the sale, on payment of the call and expenses.

Resolved unanimously,—That all power at present vested in the committee of management to sell, or otherwise dispose of the 1600 unappropriated shares at par (12s. 6d.), and referred to in the balance-sheet, be withdrawn; and that the next general meeting be made special, to consider the propriety of cancelling such unissued shares. Signed, SAMUEL WEATHERLEY, Chairman.

London, Oct. 30, 1854.

LIBERTY MINING COMPANY.—At a SPECIAL GENERAL MEETING of the shareholders of this company, held at the London Tavern, this day, it was resolved:—

That 40,000 additional shares should be issued at 2s. 6d. per share, the whole or 1s. 6d. per share, to be paid forthwith, and the remainder on or before the 20th Feb. next. Shareholders subscribing before the 2-th Nov., to have the option of taking as many more shares as they may apply for before Feb. 20, but not less than 100 to be applied for at one time. Shareholders subscribing £50, and upwards, to have the alternative of a charge, by way of mortgage, on the mines, with the option of exchanging such security for shares at par before the expiration of three years, and in the meantime to bear interest at 5 per cent. per annum. No subscription to be called for unless £3000 shall be subscribed by either or both methods.

That a competent person, nominated by the shareholders, be sent out to examine the mines and report thereon; the expenses of such person to be paid by independent contributions of the shareholders.

All persons wishing to subscribe for shares on the above terms are requested to apply to the secretary immediately, and subscribers for £50 and upwards will signify their option of being shareholders or mortgagees. By order,

Company's office, 62, Moorgate-st., Nov. 2, 1854. H. H. ROOD, Sec.

THE LONDON AND VIRGINIA GOLD AND COPPER MINING COMPANY.—Notice is hereby given, that the ORDINARY GENERAL MEETING of the stockholders of this company will (pursuant to the resolution of the General Meeting of the 1st December last) be HELD at the London Tavern, Bishopsgate-street, London, on Friday, the 17th day of November next, at One o'clock in the afternoon.

The meeting is called for the transaction of the following business:—

1. To receive the Report of the Board on the condition of the company, and a statement of the receipts and disbursements, and of the surplus on hand.
2. To accept the amended Act of Incorporation of the company, passed on the 2d March, 1854.
3. To pass the accounts, and confirm the acts of the directors.
4. To elect three directors, in the room of Alexander Greig, Esq., Edward Meryon, M.D., and William Marshall Moseley, Esq., who retire by rotation, and who, being eligible, offer themselves for re-election.
5. To elect a stockholder to be one of the auditors for the ensuing year.
6. To fix the amount of compensation for the services of the directors and auditor.
7. To amend, alter, or rescind the Bye-laws.
8. To fix the general meeting for the year ensuing.
9. To entertain and determine all such matters as are usually discussed at annual meetings of joint-stock companies, or shall be incident to, or arise out of, the several matters aforesaid. By order of the Board of Directors,

34, Lime-street, London, Oct. 27, 1854. JOHN ANDERSON, Sec.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—At the THIRD ANNUAL GENERAL MEETING of this company, held at the Freemasons' Tavern, Great Queen-street, Lincoln's Inn, this 31st day of October, 1854,

GEORGE EDWARD COTTRELL, Esq., in the chair,

The following resolutions were proposed, seconded, and carried unanimously:—

Proposed by the Chairman, and seconded by the Rev. R. Hill:—

That the Directors' Report be received and adopted.

Proposed by A. Coombe, Esq., and seconded by F. D. Massy Dawson, Esq.:—

That Messrs. Chas. Hinks and John Geo. Parker, the retiring directors, be re-elected.

Proposed by R. S. Garratt, Esq., and seconded by J. J. Nicholl, Esq.:—

That Thomas Bisgood, Esq., be elected auditor.

Proposed by Thomas McLeod, Esq., and seconded by J. G. Parker, Esq.:—

That Robert Page, Esq., be elected auditor.

Proposed by A. Coombe, Esq., and seconded by E. T. Mewes, Esq.:—

That this meeting do adjourn to the 1st day of March next, on or before which period it is anticipated that further confirmatory advices will be received from Sir H. V. Huntley of the results already obtained.

Proposed by a Proprietor, and seconded by R. Tasker, Esq.:—

That a vote of thanks be given to the chairman and directors, for their zealous services on behalf of the shareholders.

Proposed by T. Bisgood, Esq., and seconded by E. Johnstone, Esq.:—

That a vote of thanks be given to the chairman, for his able conduct in the chair.

By order, GEORGE F. GOODMAN, Sec.

11, Adam-street, Adelphi, Oct. 31, 1854.

GUEDALLA TESTIMONIAL.—A SUBSCRIPTION is NOW OPENED, for the purpose of presenting this gentleman with a PIECE OF PLATE, as a testimonial for his unremitting exertions, at great personal expense, in exposing the dishonest and unjustifiable proceedings in gold mining companies, by which many were prevented being defrauded. Donations to be addressed to the "Treasurer," 17, King's Arms-yard, London.

Subscriptions received to 2d November:—

Charles Manby, Esq., 26, Montpellier-crescent, Brighton	£10	0	0
A Poor Half-pay Officer, per ditto	0	10	0
M. A. Goldsmid, Esq., 26, Rue Basse du Rempart, Paris	5	0	0
Frederick Grant, Esq., Manchester	2	2	0
John Morison, Esq., 23, Cavendish-road West, London	2	2	0
Henry Gibson, Esq., 17, Gracechurch-street	1	1	0
G. J. Soper, Esq., 158, Strand	1	1	0
Augustus Goldsmid, Esq., Paris	1	1	0

CLAY PURIFICATION OF GAS.—This process is APPROVED and ADOPTED by some of the most intelligent GAS ENGINEERS in the kingdom, and their opinions are fully borne out by the investigations of Dr. Letheby and other scientific authorities. It will, no doubt, be employed in nearly every well managed gas-works; and will lead to an enlarged consumption of gas in private houses, from which it is now excluded by a fear of its impurity.—Terms of license, &c., may be obtained of Messrs. HOLMES BROTHERS, Huddersfield, agents to the patentees. In use at the gas-works of Leeds, Preston, Huddersfield, Wakefield, West Riding County Gaol, &c.

ASSAYING.—CITY SCHOOL OF CHEMISTRY AND ASSAY OFFICE, DUNNING'S ALLEY, BISHOPSGATE STREET WITHOUT. Conducted by JOHN MITCHELL, F.C.S., Author of Manual of Practical Assaying, Manual of Agricultural Analysis, Treatise on the Adulteration of Food, Metallurgical Papers, &c. ASSAYS and ANALYSES of MINERALS, METALS, and every manufacturing product.

SPECIAL INSTRUCTION in ASSAYING and CHEMISTRY for gentleman intending to proceed to the colonies.

All enquiries respecting scale of fees, &c., to be addressed as above.

THE GLASGOW METAL MARKET, PIG-IRON SHIPMENTS, PRICES CURRENT, &c.—The MERCANTILE ADVERTISER, published at Glasgow every Tuesday morning, reports the state of the GLASGOW METAL MARKET, and contains the WEEK'S SHIPMENTS OF PIG-IRON, foreign and coastwise, at ALL THE PORTS IN SCOTLAND.

The MERCANTILE ADVERTISER (incorporated with the *National Property List*) is the best medium in Glasgow for ADVERTISEMENTS of property, ships, and merchandise. No Glasgow newspaper enjoys so large a circulation in places of business.

Published every TUESDAY morning at 19, Royal Exchange-square, Glasgow. Subscription, 25s. per annum, sent by post. Money orders payable to Mr. Andrew Moody.

FOURTEEN OR FIFTEEN DAYS' SALE.—IRELAND. VICTORIA FOUNDRY, DUBLIN.

MR. WHEATLEY KIRK is honoured with instructions from Messrs. John and Robert Mallett, ironfounders, engineers, &c., of the Victoria Foundry, Dublin, to SELL, BY AUCTION, on the above premises, on Monday, the 6th of November, 1854, and following days of business, commencing each morning at Half-past Ten o'clock, the WHOLE of their large and exceedingly VALUABLE PLANT, consisting of STEAM-ENGINES, BOILERS, TOOLS, UTENSILS, MACHINERY, STOCK IN TRADE, &c.:—viz., 16-horse high-pressure beam engine, cylinder 12 in., stroke 2 ft. 10 in.; 20 horse portable condensing beam engine, cylinder 18 in., stroke 3 feet; 30 horse cylinder and nozzels; 16 horse condensing steam-engine, cylinder 16 in., stroke 3 ft., by those far-famed engineers George Forrester and Co., of Liverpool; 6 horse portable high-pressure beam engine, cylinder 8 in., stroke 2 ft.; 4 horse high-pressure horizontal engine, cylinder 6 in., stroke 19 in., with fly-wheel and boiler complete; 2 horse high-pressure horizontal engine, cylinder 5 in., stroke 15 in.; several second-hand steam-engines and parts of engines, from 20 horse power downwards; high-pressure boiler, 3 ft. long, 3 ft. diam.; ditto 15 ft. 6 in. long, 3 ft. 6 in. diameter; ditto 13 ft. 6 in. long, 4 ft. diameter, with flue through; all the powerful and valuable main, upright, and line shafting; counter ditto; bevil, mitre, and spur wheels, pullies, hangers, pedestals, wall boxes, brass steps, &c.

THE MECHANICS' SHOPS contain blowing machine, with driving apparatus and fixings; large boring and turning double geared lathe, on cast metal bed, 21 ft. long, 3 ft. 4 in. on the face, will take in a wheel 13 ft. diameter; double-geared boring lathe, 11½ in. centres, on bed 13 ft. long, will take in a wheel 3 ft.; 7½ in. raised to 9 in. double-geared screw-cutting and slide lathe, bed 9 ft. long; 2 slide lathes, 11¼ in. and 9 in. centres, on beds 10 ft. and 33 ft. 9 in. long respectively; 5 double-geared hand lathes, from 7½ to 15 in. centres; 7 single speed hand lathes, from 7½ in. to 14½ in. centres; double-geared vertical boring machine; large boring machine, will take in 6 ft. 6 in. wide; several single and double power drilling machines; large planing machine, will plane 16 ft. 10 in. long, 4 ft. wide, and 4 ft. deep; ditto, will plane 10 ft. 10 in. long, 2 ft. wide, and 1 ft. 8 in. deep; hand planing machine, will plane 3 ft. 6 in. long, 2 ft. wide, and 2 ft. deep; 2 double-geared screwing machines; 7 single power ditto, with taps, dies, &c.; 8 ft. planing machine, large boring bar, blast cylinder; nut-cutting machine; direct action German steam-pump, 8 in. stroke; cast metal circular benches and vices. The tools are principally by Lewis, Whitworth, Nasmyth, Bodmere, Fairbairn, and other first-class makers, and include a valuable collection of taps and dies, files, drills, rose and other bits, augers, and numerous other small tools; large quantity of smiths and boiler makers' tools, anvils, bellows, slake troughs, &c.; 3 lever punching and shearing machines; 1 large ditto ditto; cast-iron boilers, various.

IN THE FOUNDRY AND YARD:—Ponderous double purchase yard crane and fittings; 3 large foundry double purchase cranes, with traverse motions; blocks, chains, &c.; all the excellent moulding boxes; strong four-wheeled lurry; 3 core carriages; 3 large cast metal cupolas, will melt from 2 to 11 tons; single and double purchase crabs; 3 weighing machines, up to from 3 to 8 tons; platform weighing machines; scales, beams, and weights; force-pumps; fire-engines, &c.

IN THE PLUMBING DEPARTMENT will be found finished brass work, in force pumps, fire-engines, valves, taps, bath, and water-closet work; machine for drawing lead pipe, with steel draw plates, complete; and moulds for casting pipe from 2 inch diameter downwards; lead melting pots, and casting table for sheet lead, with cranes; and all other articles of an extensive plumbers' trade.

IN THE STORES:—Chains, blocks, ropes, oils, paints; copper, iron, and steel wire; bolts and nuts; stocks, taps, and dies; wood and iron screws; washers; glass and emery paper; nails, brass taps, and a variety of other new brass work; copper and brass piping; bar, rod, hoop, angle, and other iron; and steel of various kinds.

THE STOCK of TIMBER includes green heart oak, teak, birch, deal, &c.; building materials, windows, stone, bricks, &c.

The truly valuable models and patterns in lead, brass, iron, and wood, are in the best possible condition, and modern in design.

All the gas-fittings, piping, burners, &c., throughout the premises; together with a vast assemblage of other valuable plant, tools, utensils, stock in trade, and effects.

Catalogues may be had at the Works in Dublin; at the offices of the auctioneer, Cross-street Chambers, Cross-street, Manchester; or 4, Kirkgate, Leeds; or by post, on receipt of twelve stamps.—N.B. Sale to begin each day at Half-past Ten o'clock.

WHEAL WILLIAMS COPPER MINE, adjoining the DEVON GREAT CONSOLS, Manor of Calstock, CORNWALL, with the VALUABLE MACHINERY, PLANT, MATERIALS, &c., thereon.

MR. MARSH has received instructions from the Committee of Management to SELL, BY AUCTION, at the Mart, in the City of London, on Thursday, the 7th December, at Twelve, in One Lot, the valuable and IMPORTANT MINING PROPERTY, distinguished as the WHEAL WILLIAMS COPPER MINE, Manor of Calstock, CORNWALL, with the MACHINERY, PLANT, MATERIALS, BUILDINGS, and SURFACE WORKS thereon.

This mine adjoins the celebrated Devon Great Consols on the west, and is worked upon a continuation of the same lodes as those which have proved so productive and profitable in that extraordinary mine. The principal engine-shaft of Wheal Williams, which is down to the 40 fm. level, is only about 250 fms. from the Maria engine-shaft of Devon Great Consols, which mine, since 1849, has yielded £414,000 in dividends. There are two other shafts sunk respectively 30 fms. The late adventurers have expended about £10,000 on the mine. It is the opinion of the managers of the Devon Great Consols, and other practical men, that the mine, with a moderate, judicious outlay of capital, must become a very profitable and lasting one. The inability of some of the late shareholders to expend sufficient capital to develope this truly valuable mine is the only cause of its being submitted to public competition. It has been determined to offer the mine, machinery, plant, materials, surface works, and buildings, as they stand, in one lot, thus giving an opportunity to enterprising capitalists of obtaining for a few thousand pounds a property which they may at once proceed to develope, with the utmost certain result of realising an immense fortune.

May be viewed, and particulars, with inventory of machinery, &c., and conditions of sale, obtained on application to the captain of the mine; at the principal inns in the neighbourhood; at the principal hotels in Tavistock, Plymouth, Truro, and Exeter; of Messrs. HANCOCK and SHARP, solicitors, 20, Tokenhouse-yard; of Mr. MURCHISON, 38, Threadneedle-street; and at Mr. MARSH's offices, 2, Charlotte-row, Mansion House, London.

TO BE SOLD BY AUCTION, early in November, if not previously disposed of by private contract, the MINING SETT of NEW EAST CROWNDALE, near Tavistock, together with a 30 inch cylinder BEAM ENGINE; a 20 feet water-wheel, 4 feet breast; 60 fms. of 11 inch pumps; capstan, shears, and all other machinery and materials now on the mine; the whole in perfect condition.—Catalogues, when ready, and further particulars, if required, may be obtained by application to Capt. JAMES CARPENTER, Tavistock; or Mr. EATON, 2, Walbrook-buildings, London.

TO CONTRACTORS AND OTHERS.—FOR SALE, BY PRIVATE TREATY:—

3000 contractors' sleepers, second-hand.
300 wheelbarrows.
30 small earth wagons, 2 ft. 6 in. gauge.
3 dobbin carts, new.
4 dobbin carts, in middling condition.
3 1-horse carts.
12 stone barrows.
13 stone trucks, with cast wheels, complete.
5 stone cranes, complete.
1 wrought-iron crane, on wheels.
1 pair timber wheels.
8 wood pumps.
2 iron pumps.
1 ringing engine, for sheet piling.
1 locomotive engine, in good working condition.
1 horizontal 16-horse power engine, with 2 mortar pans, gearing, boiler, &c., complete.
1 portable 2-horse engine.
1 flat, 45 tons, canal traffic.
1 flat, 35 tons, canal traffic.
1 mortar mill, complete, 9 ft. diameter, horse-power.
1 ditto ditto ditto, steam-power.
1 large mill for grinding clay.
1 pair shear legs, 25 ft. long, with cradles, &c., and barrels, but no ropes or chains.
1 large iron jib crane and shaft, 22 ft. high, 9 ft. 6 in. jib.
11 wrought-iron girders, 10 to 15 ft. long, 18 × 7.
5 large quarry crowbars, about 5 cwts. each.
A quantity of chains, ropes, and blocks.
A quantity of scaffold and wheeling planks, 14, 18, and 20 ft. long.

For further particulars, apply to G. S. POLLOCK, contractors' agent, 12, Exchange-street East, Liverpool.

FOR SALE, at CHRISTOW MINE, Christow, near Exeter:—15 9 ft. 10 in. pumps; 1 6 ft., 1 4½ ft. 10 in. ditto; 1 9 ft. 8 in. working, with doorpiece and windbore; clack seats and boxes, complete, with 12 fms. 1⅞ in. pump rods; 1 H-piece, doorpiece, and windbore, with stuffing-box and gland, and pole 9 in.—For particulars, apply to Capt. J. NICHOLLS, Newton St. Cyres.

VALUABLE CANNEL AND COAL MINES IN THE GREAT WIGAN COAL FIELD.—TO BE LET, the CANNEL and COAL MINES under the CROOK HALL ESTATE and LAND ADJOINING, in the township of Shevington, parish of Standish, county of Lancaster, being upwards of 200 statute acres of land. The mines now advertised are as follows:—

The Wigan Five-ft. Mine, about 5 ft. thick.
The Wigan Four-ft. Mine, about 4 ft. thick.
The Nine-feet Mine, about 6 ft. thick.
The Cannel Mine, about 2 ft. 4 in.
The King Coal, about 3 ft. 6 in.
The Raven Mine, about 3 ft.
The Yard Mine, about 3 ft.
The Owuli Mine, about 5 ft.
The Arley Mine, about 5 ft. 6 in.

The Cannel and King Coal Mines are now in the course of being worked in the adjoining estate, and are supposed to be laid dry. The Wigan Five and Four-feet, and the Nine-feet Mines are also worked in the same estate. The Cannel is about 300 yards from the surface, and the first-mentioned mines about 170 yards deep.

The mines are most advantageously situate, as the land is intersected by the Leeds and Liverpool Canal, on the banks of which the shafts would be sunk. There is also a communication with the London and North-Western Railway now in the course of construction. The land is situate about three miles from Wigan, from which there is a good road.—Further information may be had, and plans of the estate seen, on application to Messrs. WOODCOCK, PART, and SCOTT, solicitors, Wigan.

Wigan, Oct., 1854.

TO COAL AND IRONMASTERS.—TO BE LET, on royalty, at Longton, Staffordshire Potteries, a valuable and extensive COLLIERY, known as the OLD MOSSFIELD COLLIERY, containing the Mossfield Coal, Yard Coal, Birches Coal, Ten Feet Coal, Hard Mine Coal, Banbury Coal, and Cockshead Coal. There are requisite SHAFTS, WINDING and PUMPING ENGINE, with BUILDINGS, MACHINE, &c., on the premises. The locality of this colliery is the best in the district, being within 300 yards of the town of Longton, at which place the consumption of coal is very great. The North Staffordshire Railway almost adjoins the estate. The excellent quality of these coals is well known in the district. The engines, pit shafts, pit frames, ropes, chains, &c., to be taken at a valuation.—For particulars, &c., apply to Mr. R. G. COXE, Chesterfield, Derbyshire; or to Mr. G. B. BOND, Tiled House, near Dudley, Staffordshire.

IMPORTANT TO IRONMASTERS.—A LARGE QUANTITY of IRON ORE on the MULGRAVE ESTATE, near Whitby, is now READY TO BE LET. This immense seam runs for about five miles along the cliffs facing the German Ocean, is from 8 to 15 feet in thickness, and is allowed by competent authority to be much the richest ironstone yet discovered in Cleveland. It is within 16 miles (by sea) of Hartlepool, and 20 of Middlesborough; the above locality is now celebrated for the manufacture of iron. The seam will be divided so as to suit companies; and further information may be obtained on application to Mr. KERR, Lythe Hall office, near Whitby.—Lythe Hall, May 29, 1854.

IN THE COURT OF THE COMMISSIONERS FOR SALE OF INCUMBERED ESTATES IN IRELAND.

SALE AT BELFAST on Friday, the 24th day of November, 1854.

MR. GEORGE C. HYNDMAN, Auctioneer, will, in pursuance of the Commissioner's directions, on Friday, the 24th day of November, 1854, at the hour of One o'clock in the afternoon, at his Rooms, No. 7, Castle-street, Belfast, SELL, BY PUBLIC AUCTION, the following ESTATE, situate in the barony of Raharkin, parish of Rashar-kin, and county of ANTRIM, containing 4283A. 0R. 39P., statute measure, held under a fee farm grant from the Earl of Antrim, dated the 10th day of March, 1749, at the rent of £40, late currency, with 6d. in the pound receiver's fees, the biddings for which will be submitted to Charles James Hargreave, Esq., Q.C., the Commissioner in this matter, on Tuesday, the 28th day of November next, for his approval, without further notice to any person.

In the Matter of the Estate of Sir THOMAS STAPLES, Bart., Owner and Petitioner.

Abstract Rental and Valuations.

No. of Lot.	Townlands.	Quantity. Cunningham.	Quantity. Statute.	Annual rent.	Mr. Gordon's valuation.	Ordnance valuation in 1838.
		A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.
1	Dunminning	540 1 19	697 3 0	326 18 8	653 3 10	377 10 11
2	Killycowan	514 3 32	604 3 35	243 17 3½	329 15 10	281 10 4
3	Killydonnelly	414 2 39	535 2 11	224 4 4½	286 18 8	234 4 6
4	Duneany	821 3 28	1061 1 20	404 13 9	501 3 10	404 11 5
5	Dromore	421 0 27	542 3 12	335 4 10	323 0 0	286 1 5
6	Killycreen, South	252 3 9	326 2 33	122 18 2	171 15 4	130 9 0
7	Killycreen, North	351 2 14	454 0 2	169 0 3	226 12 0	178 15 5
	Total	3317 2 8	4283 0 90	1826 17 1	2492 17 6	1873 3 0

Particular attention is called to the fact, that the valuation by Mr. Griffith of this estate was made so far back as the year 1838. J. LOCKE, Auction Clerk.

Dated 5th August, 1853.

The above lands are (with other lands not for sale) held under fee farm grant from Lord Antrim, dated 10th March, 1749, at the yearly rent of £40 late currency, and 6d. in the pound receiver's fees.—This estate will be sold primarily liable to £27 14s. of said rent, as specified in rental, and this liability is to be primarily borne by Lot 1.

The gross tithe rent charge payable out of the lands amounts to the sum of £34, the entire of which is paid by the tenants, in addition to the rents above stated.

The above estates are well worthy the attention of capitalists, and afford a most desirable opportunity for investment. It lies in a ring fence, and is a splendidly circumstanced property, situate in one of the best parts of the county of Antrim, within 5 miles of the rising town of Ballymena. There are three bleach-greens on it, two mills, and ample water-power. The land is chiefly of a superior quality, adapted either for tillage or grazing purposes. The Ballymena and Coleraine Railway have marked out their line through Lots 5, 6, and 7, which, when completed, will be of immense value to the estate. The leases are principally of very old date, the years of which, in many instances, have expired, and are now only depending on old lives, at the death of whom there will be, in each instance where the lease falls in, a considerable rise. The estates have been lately surveyed by Mr. John Gordon, C.E., whose report is attached to the rental. The Government valuation is considerably lower than Mr. Gordon's valuation, which is satisfactorily accounted for on account of its being done in 1835, since which time there has been no re-valuation.

Private offers for any of the lots will be received by the solicitors for the owner and petitioner, up to and not later than the 1st day of November, and will be submitted to Mr. Commissioner Hargreave for his approval.

For rentals, and further particulars, apply at the Court of the Commissioners, 14, Henrietta-street, Dublin; Messrs. LEWIS and HOWE, solicitors for petitioner, having carriage of sale, 22, Nassau-street, Dublin, where maps and valuations can be inspected; to SAMUEL R. MAGILL, Esq., Creeve, Cookestown; to GEORGE P. WHITE, Adam-street, Adelphi, London.

IN THE COURT OF THE COMMISSIONERS FOR SALE OF INCUMBERED ESTATES IN IRELAND.

TYRONE ESTATE.—SALE on Friday, the 8th day of December, 1854.

THE COMMISSIONERS will, on Friday, the 8th day of December, 1854, at their Court, 14, Henrietta-street, in the City of Dublin, at the hour of Twelve o'clock noon, SELL, BY PUBLIC AUCTION, the following LANDS, situate in the baronies of Middle and Upper Dungannon, and county of TYRONE, containing 2374A. 3R. 10P., statute measures, held in fee, in the following lots, viz.:—

In the Matter of the Estate of Sir THOMAS STAPLES, Bart., Owner and Petitioner.

No. of Lot.	Denominations.	Statute measure.	Cunningham measure.	Yearly rental.	Valuation by order of Court.	Griffith's valuation of 1835.
		A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.
1	Tamnyleenan	144 1 18	111 3 8	230 16 8	240 7 0	191 16 0
2	Boyd's Farm, and part of Common Moss	60 3 38	47 0 36	135 14 1	183 19 6	139 14 0
3	Roskeroe, and Outlands of Galvally	154 2 21	119 3 31	125 1 6½	155 2 6	150 16 0
4	Drumagullion	256 1 10	198 1 36	221 5 4½	243 0 0	230 11 0
5	Urbalreagh	57 3 11	44 3 4	29 11 8	41 8 6	44 8 11
6	Linnygiass	102 1 19	79 1 3	53 8 2½	64 3 0	65 5 4
7	Ballyveeny	338 1 19	277 2 3	232 0 4	239 16 0	237 7 5
8	(This lot has been sold)					
9	Oghill	164 0 0	127 0 8	230 0 0	106 15 0	66 1 11
10	Carnan	465 0 11	360 0 23	308 18 5	349 17 0	322 18 5
11	Killycopiy South	373 0 30	288 3 35	177 4 3½	208 11 6	182 18 0
12	Drumreagh, Etra	180 3 22	140 0 12	109 18 9	167 15 0	130 9 9
	Total	2374 3 10	1838 3 38	2015 10 7½	2033 2 0	1869 11 7

Particular attention is called to the fact, that the valuation by Mr. Griffith of this estate was made so far back as the year 1838. J. LOCKE, Auction Clerk.

Dated the 5th day of August, 1854.

This is a splendidly circumstanced estate, and is well worthy the attention of capitalists; it affords a most desirable opportunity for investment, and is situate in and adjoining the town of Stewartstown. The land is of superior quality. The leases of the estate are very old, and are only depending, in many instances, on one old life. On the expiration of the leases there will be a very considerable rise upon the estate. The estate has been lately surveyed by Mr. John Gordon, C.E., whose valuation and report are attached to the rental. The gross tithe rent charge payable out of the lands, &c., amounts to the sum of about £88, the entire of which is paid by the tenants, in addition to the rent above stated.

Proposals for the purchase by private contract will be received up to one fortnight previous to the day of sale, for the entire or any part of the estate, and submitted to Charles Hargreave, Esq., Q.C., the Commissioner in this matter, for his approval.

For rentals, with full particulars, apply at the office of the Commissioners, 14, Henrietta-street, Dublin; to Messrs. LEWIS and HOWE, solicitors for the petitioner, having the carriage of sale, 22, Nassau-street, Dublin, where maps and valuations of the property can also be inspected; to GEORGE PRESTON WHITE, Esq., 18, Adam-street, Adelphi, London; or to S. R. MAGILL, Esq., Creeve, Cookestown.

TO ENGINE MAKERS —PERSONS willing to CONTRACT with the GLOUCESTER and BERKELEY CANAL COMPANY for the SUPPLY and ERECTION of a PUMPING-ENGINE, at Gloucester, to pump water into the Canal, are requested to SEND in TENDERS for that purpose, to the committee of management, on Tuesday, the 5th day of December, 1854.

The pumps and machinery to be of the best description in design, material, and execution; but all bright work not absolutely necessary is to be dispensed with.

The duty required is 2240 cubic ft. per minute, raised not exceeding 22 ft. in height; and the quantity of fuel to be consumed for amount of work done at the maximum lift must be guaranteed.

The tenders must state the price for delivery and erection at Gloucester, exclusive of the brickwork or masonry, which will be done by the Canal Company; but the tenders must be accompanied by drawings of the engine, pumps, and boilers, with full specifications of what is proposed, as well as working drawings and specifications of all brickwork or masonry required for supporting the same. A new chimney stack is not required.

The engine must be erected and put to work by the 1st day of July, 1855.

The committee do not pledge themselves to accept the lowest tender.

Any further information may be obtained at this office.

By order of the Committee, W. B. CLEGRAM, Clerk to the Company.

Canal Office, Gloucester, Oct. 25, 1854.

TO ENGINEERS, SURVEYORS, &c.—The Survey of the portion of the parish of Wallasey, to which the Public Health Act, 1848, is applied, being now ready, the LOCAL BOARD are desirous of OBTAINING PLANS, SPECIFICATIONS, and ESTIMATES, of a SYSTEM of SEWERAGE, for effectually draining that district.

Premiums of £100 and £50 respectively will be given to the authors of the two plans most approved of; such plans to contain all information regarding materials, &c., necessary to their being practically worked out, and to include, as far as practicable, means for preserving the sewerage matter for agricultural or other purposes.

The survey of the parish will lie at the temporary offices of the board, Queen's Arms, Liscard, between the hours of Nine and Eleven A.M., from Wednesday, the 18th inst., till Saturday, the 18th of November next, where any additional information may be obtained.

Four plans, at least, from as many different competitors, must be sent in, otherwise the premiums will not be awarded.

The plans, specifications, &c., signed with a motto or device, and accompanied by a letter marked with a similar motto or device, enclosing the name and address of the author, to be sent to the office of Mr. HASKELL, solicitor, No. 3, Old Churchyard, Liverpool, on or before the 31st day of December next.—Dated Oct. 12, 1854.

TO ENGINEERS, ARCHITECTS, AND BUILDERS.—The VIEILLE MONTAGNE ZINC MINING AND MANUFACTURING COMPANY are now prepared to UNDERTAKE CONTRACTS, through their agents, for ZINC ROOFING of all descriptions; together with, when required, all the NECESSARY TIMBER or IRON FRAMEWORK, in which a great saving is effected by the lightness of the metal. It possesses all the advantages of galvanised iron, and is far more durable and cheaper, especially for large spans.

The long duration of these roofs without repair, their neat appearance, and the economy of materials employed, as well as of area covered, render them most advantageous for dwelling-houses.

Many roofs covered with zinc, especially on the Continent, have remained since the first introduction of this metal to the present time without having required, or appearing likely to require, any repairs.

Certificates in proof of this, from the French Government and other authentic sources, can be seen at the company's offices, where all information, estimates, drawings, or prices, together with every assistance in laying on or otherwise, may be obtained on application to the company's surveyor, at No. 12, Manchester-buildings, Westminster.

OVERLAND ROUTE.—STEAM TO INDIA AND CHINA, &c., VIA EGYPT.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the MEDITERRANEAN, INDIA, and CHINA, by their mail packets leaving Southampton on the 4th and 20th of every month; and for AUSTRALIA by those of the 4th of November, and 4th of every alternate month thereafter.
For further particulars, apply at the company's offices, 122, Leadenhall-street, London; and Oriental-place, Southampton. 99

EMIGRATION.—AUSTRALIA AND AMERICA.—PASSENGERS and LUGGAGE LANDED FREE at ADELAIDE, MELBOURNE, SYDNEY, £16 to £50; Children Half-price; in enclosed cabins, per A 1 ships. NEW YORK, BOSTON, QUEBEC, £4 to £20. Every facility afforded on receiving satisfactory security.—Apply to WM. BARRETT and Co, 25, Philpot-lane, merchants, colonial, shipping, and general agents. 100

MINERALOGY.—Mr WARINGTON W. SMYTH, M.A., will COMMENCE a COURSE of FORTY LECTURES on MINERALOGY, on Monday next, the 6th November, at Three o'clock, at the MUSEUM OF PRACTICAL GEOLOGY, Jermyn-street; to be continued on each succeeding Tuesday, Thursday, Friday, and Monday, at the same hour. Fee for the course, £4.
TRENHAM REEKS, Registrar. 101

COLLEGE OF INDUSTRIAL SCIENCE, NEVILLE HALL, NEWCASTLE-ON-TYNE. 102
ASSAY OFFICE and LABORATORY under the DIRECTION of Dr. THOMAS RICHARDSON and Mr. E. J. G. BLOWELL, assisted by Mr. W. CROWDER.
The LABORATORIES are OPEN DAILY, from 9 A.M. to 5 P.M., where instruction is given in every branch of Assaying, Analytical Chemistry, and Chemical Research. Fee for Twelve Months, £32 10s.
ANALYSES and ASSAYS of NATURAL and MANUFACTURING PRODUCTS, such as Ores, Soils, Waters, Gases, Metals, Coals, Artificial Manures, Alkalies, &c., are made on moderate terms, and the commercial value estimated when required.
INVESTIGATIONS and EXPERIMENTS for IMPROVING MANUFACTURING PROCESSES carried on in conjunction with the proprietors.
A COURSE of ONE HUNDRED LECTURES on GENERAL CHEMISTRY delivered during the Winter Session at the College of Medicine in connection with the University of Durham, to which the laboratory students have free admission.

NORTHAMPTONSHIRE GREAT CENTRAL COAL MINING COMPANY,
Capital £21,500, in 21,500 parts, or shares, of £1 each, paid up, and no further liability.
To be conducted on the "Cost-book Principle."
Held under lease for 40 years, from the 29th day of September, 1854, at a royalty of 1s. per ton.
COMMITTEE OF MANAGEMENT. 103
Mr. JOSEPH ADNITT, merchant, Bridge-street, Northampton.
WILLIAM BUTCHER, Esq., Cotton End, Hardingstone, Northampton.
Mr. JOHN DULEY, ironfounder, St. John's-street, Northampton.
Mr. SPENCER JONES, shoe manufacturer, Drapery, Northampton.
Mr. JOHN LILLYMAN, brush manufacturer, Gold-street, Northampton.
Mr. ROBERT MILLS, clothier, Bridge-street, Northampton.
WM. PORTER, Esq., St. Andrew's-terrace, one of the aldermen of Northampton.
BANKERS—The Northamptonshire Banking Company, Northampton.
SECRETARIES—Mr. N. W. Freeman, Market-square, Northampton; Mr. John Jones, Union-street, Northampton.
SOLICITORS—Messrs. Hulme and Foyster, Manchester.
OFFICES,—MARKET SQUARE, NORTHAMPTON.

PROSPECTUS.

The period having arrived when a combination of fortuitous and most advantageous circumstances, both of a local and general nature, have greatly enhanced the importance so long attached to the discovery of coal in the more southern portions of the kingdom, it has been resolved to form a powerful company for the purpose of resuming operations at the Kingsthorpe shaft, which several years ago, though then presenting such high promise of a successful issue, were obliged to be suspended for the want of adequate capital to carry on the works.
The property on which this mine is situated consists of 105 acres,* lying in the parish of Kingsthorpe, near the turnpike-road leading to the populous town of Northampton, about two miles distant. The works to which it is now desired to invite the particular attention of the general public were commenced (for the discovery of coal) on the northern verge of the middle oolite strata, and were continued to a depth of 160 fathoms. In the course of this sinking, a number of facts of the most encouraging character were developed, and which have far exceeded the most sanguine expectations of persons conversant with the geology of the neighbourhood.
The formations of the lower oolite, lias and red marl, which geologically intervene between the site of these works and the great coal formation, were found to be very much thinner than their general estimated thickness, and at the period of the suspension of the works there was the strongest evidence for believing that the miners had actually penetrated some distance into the coal series, especially as a conglomerate rock, 6 feet thick (exactly similar to the one existing in the same geological situation, and resting on the coal measures in Staffordshire and Leicestershire), was found at the base of the red marl formation, and in the lower beds of which a strong brine spring was discovered.
It is almost unnecessary to observe, that independently of the highly encouraging prospects now so palpably exhibited of the discovery of coal in this part of England, it is a consideration of the greatest consequence to landed proprietors, and to the local interests generally, and when viewed in connection with the recent important discoveries of inexhaustible iron ore beds (thousands of tons of which are weekly sent out of the county to be smelted) in this immediate neighbourhood, the Great Central Coal Mining Project, may be truly said to assume an aspect of great national importance. In order to carry out this pregnant enterprise effectually, it has been deemed advisable to raise a sufficient capital in the outset to erect a powerful steam-engine, and to meet all contingencies which may possibly arise in the progress of a work of this character; and it is confidently expected—from the various and very inviting circumstances shown to warrant so strong a belief in a successful issue of the undertaking, to say nothing of the present high price of coal—that the shares will be rapidly taken up, and that the operations will again shortly be in a state of full and effectual progression.
The projectors propose to raise a capital of £21,500, in twenty-one thousand five hundred parts or shares of £1 each, the sum provided being much larger than it is considered will be requisite to meet every contingency.
It has been made a fundamental principle in the rules of the company that the mine shall never be in debt, and that every account shall be paid monthly, and that no shareholder shall be liable for more than £1 per share.
Applications for prospectuses and for shares may be addressed to Mr. N. W. FREEMAN, sharebroker, Market-square, Northampton; Mr. THOMAS LEWIS, sharebroker, St. George's Chambers, High-street, Birmingham; Mr. LANE, mining agent, 33, Threadneedle-street, London; Mr. EARL LAKESTON, stock and sharebroker, Queen's Chambers, Manchester; Mr. JOHN HARRISON, mining and sharebroker, Liverpool; Messrs. CROCKER and Co., brokers, Plymouth; Mr. W. H. BRUMBY, broker, Bridge-street, Bath; to the secretaries, the solicitors, or to any gentleman of the committee.

FORM OF APPLICATION FOR SHARES.

To the Committee of Management of the Northamptonshire Great Central Coal Mining Company.

I request you will allot me ..... shares in the above company, of £1 each, and I hereby engage to take the same, or any less number that may be allotted me, and I undertake to pay the bankers of the company £1 on each allotted share when required to do so.
Name in full .....
Reference .....
Address .....
Date .....
Occupation .....
* This quantity may be extended to 300 acres, or more, if required by the company.

NORTHAMPTONSHIRE GREAT CENTRAL COAL MINING COMPANY.
REPORT OF MR. ROBERT BEAUMONT, OF LLANDAFF. 104
Northampton, Aug. 29, 1854.—In consequence of an application on behalf of the Northamptonshire Great Central Coal Mining Company, I have examined the property at Kingsthorpe, with a view to ascertain the quality of the minerals, with their approximation to the coal fields in the western districts. At Kingsthorpe, two pits or shafts have been sunk several years ago, to the depth of about 320 yards or 160 fms.; the journal given of the several strata passed through in the course of sinking these pits, and the appearance of the metals as seen on the surface, indicate in strong terms that they belong to the series of red and white marl stone, or lower range of oolite strata. They appear also to have sunk through the red and variegated marls and new red sandstone, and thereby have approached the red conglomerate, magnesian limestone, and conglomerate, which are embedded next to the coal measures. Finding this to be the case, I have examined the strata in Warwickshire, where the easternmost collieries have been opened, and I find there nearly the same range of strata; as also at Coventry the same rock is found. This stone completely resembles the Bath stone, both in texture, colour, and position, under which coals are now being worked, and where a few years ago it was considered coal did not exist; but by perseverance to a considerable depth, the coal was discovered, and I believe I may add, the success of this undertaking was accomplished mainly through my own recommendation to persevere in the execution of their trials. I find the course of these measures range from Coventry towards Rugby; there the lias limestone is found in good quality, embedded in the marl, which is made into very fine bricks and pipes, and the limestone ranges along for several miles. Now, as the limestone marls are also found at Kingsthorpe, it shows a very strong analogy that the coal measures will be found there also, by proceeding to the proper depth. There is another very powerful instigation for going into and persevering in this discovery, which is that one-half of the work has already been accomplished, by having those two pits, which are already sunk down 160 fms. In Warwickshire the pits are fully this depth, and new works are being opened to a considerable additional depth, and one colliery has been working coal to the lower or deep side of the pit, and they find the quality of the coal there to improve. There have been dislocations met with in the strata, the effect of which is to raise the different minerals 100 yards perpendicular nearer to the surface, in an easterly direction; this is so far favourable; and there is no doubt that others of a similar nature and effect will occur. These occurences of nature are found to be of the very greatest utility, by preserving the coal and other strata within a reasonable distance from the surface of the earth, for without these the several strata would descend to a depth beyond our reach. In consequence of having met with a salt spring at Kingsthorpe, in the bottom of the shaft, with the limestone on the surface, it may not be out of place to mention that in the Northumberland district they have also got the limestone at the surface, and very strong saline springs below, from which large quantities of salt are made, and some of these coal pits are 300 fms. in depth. A pumping-engine of about 100-horse power, and a winding-engine of about 50-horse power, will be required. The late discovery of extensive iron ore in this district fully warrant a searching attempt for the discovery of coal, as there will be a great increase in the population; but had iron ore not been discovered, there is sufficient market to warrants a large expenditure in the production of coal in the immediate district. In the event of coal being met with, the winding-engine proposed will be found equal to raise at least 300 tons of coal per day; this may be considered equal to 75,000 tons per annum.
The amount of sales and charges, to be taken in a moderate way, I should state as under:—

Amount of sales of 75,000 tons at 12s. is	£45,000	0	0
Ditto, charges on obtaining ditto, at 7s. is	26,250	0	0
Profit—Balance	£18,750	0	0

Should you require any further information or assistance, it will be given with plea-

RAILWAY WAGONS.—WM. A. ADAMS, MIDLAND WORKS, BIRMINGHAM.
BROAD AND NARROW GUAGE COAL AND IRONSTONE WAGONS,
IN STOCK—FOR SALE OR HIRE. 105

GRIFFIN AND HENSON, RAILWAY CARRIAGE AND WAGON BUILDERS, SOHO, BIRMINGHAM. 106
MANUFACTURERS of EVERY DESCRIPTION of IRONWORK for RAILWAY CARRIAGES and WAGONS.

RAILWAY WHEEL AND AXLE WORKS.—GEORGE WORSDELL AND CO., WARRINGTON, MANUFACTURERS of EVERY DESCRIPTION of HAMMERED IRON, TYRES, AXLES, &c. 107

THOS. SPENCER, VULCAN IRONWORKS, WEST BROMWICH, STAFFORDSHIRE, MANUFACTURER of RAILWAY WHEELS and AXLES, SCRAP TYRES and AXLES, ALL KINDS of HAMMERED IRON for MARINE and other ENGINES, SHAFTS, and HEAVY IRONWORK.—SOLE MAKER of CAMBER'S PATENT WROUGHT-IRON RAILWAY WHEELS. 108

STIRLING'S PATENT IRON.—The TOUGHENED CAST-IRON for GIRDERS, SHAFTINGS, ROLLS, PINIONS, RAILWAY WAGGON WHEELS, ENGINE CYLINDERS, and for all purposes where a strong dense iron is required, can be PROCURED of the following brands:—

DUNDYVAN.	LLOYD, FOSTERS, AND CO.
FORTH COMPANY.	RUSSELL'S HALL, &c.
HORSLEY COMPANY.	

109
RAILS OF (or surfaced with) PATENT HARDENED IRON, can be OBTAINED of the following makes:—

PARKGATE.	EBBW VALE.
CROOKHAY.	DUNDYVAN.
BAGNALLS.	MONKLAND.
BLAINA.	HAWKS, CRAWSHAY, AND CO., &c.

By direct application to the several works.
Full information as to manufacture, quality, and terms for use of patent right, will be given by Mr. CHARLES MAY, 3, Great George-street, Westminster; and by Mr. W. P. MARSHALL, 54, Newhall-street, Birmingham.

Messrs. THORNTON AND SONS, of BRADFORD STREET, BIRMINGHAM, RECEIVE ORDERS for Mr. MORRIES STIRLING'S PATENT IRON. RAILS, &c.

NORRIS'S PATENT RAILWAY CHAIR COMPANY beg to draw the attention of railway companies and engineers to NORRIS'S PATENT RAILWAY JOINT CHAIRS. This patent has received the unqualified approbation of some of the most eminent engineers of the day, as the most effective, economical, and perfect joint in use at the present time. The simplicity of its construction is such as will allow of its application to any line of railway, without causing the slightest hinderance to the ordinary traffic during the time that it is being laid down.
The saving in the preservation of the permanent way and rolling stock by the application of Norris's Patent is incalculable; and wherever adopted must very considerably decrease working expenses.
To railway companies, having old and bad roads, the principle is peculiarly advantageous, as its application will not only restore the road to a perfectly safe and serviceable state for many years, but, at the same time, bring into efficient use all the old and broken chairs.
To the railway world in general it is of the greatest value, as it admits of the easiest locomotion, and is most simple and economical in principle.
Every information will be given, and models forwarded for inspection, on application to the manager, at the offices of the company, Wolverhampton. 110

TO ENGINEERS AND BOILER MAKERS.—In consequence of the LOW PRICE at which I am able to SELL my PATENT SOLID BRASS TUBES, several unscrupulous persons, who are not able to compete with me, have made all kinds of FALSE REPORTS, with the view to prejudice consumers. Among others, they state "that my tubes are heavier than ordinary brass tubes of the same thickness, and that, therefore, though sold at a less price per lb., they are dearer in the end, as there is a greater number of pounds in a tube." I, therefore, consider it right to CAUTION CONSUMERS against such IMPOSITION, and to inform them that the MATERIAL I use is NOT HEAVIER than any other brass; and, in order to guard against any mistake, purchasers are requested, when ordering tubes, to state the weight per foot they require them, as well as the gauge, and no charge will be made for any excess over and above such weight. 111
French Walls, near Birmingham, Sept. 19, 1854. G. F. MUNTZ, Jun.

MESSRS. JOBSON AND CO., LITCHURCH WORKS, DERBY, having their PATENT PROCESS of MOULDING in FULL OPERATION at the above works, beg to call the attention and inspection of the casting trade to the very important results obtained, both as to SAVING IN COST OF MOULDING and the QUALITY of the CASTINGS produced, the former being found from 30 to 80 per cent., after 18 months' experience, according to the class of work, and the latter, even in unskilful hands, is of a higher character than can be accomplished by the most skilful workmen by the old system.—LICENSES LET. 112

TIMBER.—TO RAILWAY COMPANIES, CONTRACTORS, BUILDERS, &c.
MACKINNON AND CO., COMMISSION AGENTS, MONTREAL, CANADA (and Agents in North America for Messrs. William Fairbairn and Sons, Manchester, &c.), are prepared to make SELECTIONS and PURCHASES in CANADA of OAK, ELM, ASH, BIRCH, RED and WHITE PINE, HACMATAC, SPRUCE, &c., either in baulk of specified lengths, or cut to any scantling, such as suitable for railway sleepers, railway wagon and carriage manufacture, flooring and roofing purposes, sheet piling, &c., thereby saving waste, freight, and additional cost of cutting-up in England.
MACKINNON and Co. are also prepared to STATE PRICES (in sterling money) of above, delivered free on board at Montreal or Quebec.
Montreal, July 17, 1854. 113
REFERENCES.—Messrs. W. FAIRBAIRN and SONS, Manchester.
Messrs. LAURIE, CLARK, and Co., Liverpool.

PARAGON WORKS, SOUTH QUEENSFERRY, N.B.—STEAM-ENGINES; ENGINEERS' TOOLS of every description,—viz., Slide and Screw-cutting Lathes, Planing and Slotting Machines, &c.; PRINTING MACHINERY of all sorts,—viz., Cylinder, Platen, Columbian, and Albion Presses; PAPER-CUTTING MACHINES, &c.—For particulars, apply to the Manager of the Works. 114

ORE CRUSHING.—CAUTION.—I hereby CAUTION all persons MANUFACTURING, USING, and SENDING, without special license from me, MACHINES for the purpose of CRUSHING, PULVERIZING, and AMALGAMATING mineral and other substances, in which BALLS or SPHERES ARE USED IN CONNECTION WITH, OR MOVED BY, A REVOLVING PLATE OR PLATES, the same having been secured to me through, and in the name of, my agent, C. J. Wallis, under various modifications, by Her Majesty's Letters Patent for England and the Colonies, dated June and December, 1852. Signed, J. W. COCHRANE. 115

NOTICE.—TO DIRECTORS OF MINES AND OTHERS.—DREWE'S CRUSHING, WASHING, and AMALGAMATING MACHINES will be REMOVED on THURSDAY, the 9th of November next, from the Windsor Ironworks. It is, therefore, desirable that all gentlemen interested in the dressing of gold, silver, lead, copper, or tin ores, should call at the works before that day.
Windsor Ironworks, City-road, Oct. 27, 1854. 116

NOTICE TO MINING COMPANIES AND RAILWAY DIRECTORS.—The AIR-ENGINE TELEGRAPH is PATENTED. From all parts of a mine to and from the surface, INSTANTER SIGNALS are given by means of a cylinder and piston (3 inch diameter) attached to the steam-engine whistle or powerful bell, and worked at a mile, or unlimited distances, by similar cylinders placed at the end and intermediate parts of a ¼-in. gutta percha conductor. 117
RAILWAY ENGINEERS unanimously admit, that by this powerful ENGINE TELEGRAPH each of the guards on a railway train may now work the steam-whistle, &c., INSTANTER, as readily as the driver. (See Parliamentary Report, June, 1854.)
Southampton, Nov., 1853. C. R. PALMER.

TO SHIPPERS, CONTRACTORS, AND EMIGRANTS.—FOR SALE, PORTABLE STEAM-ENGINES ON WHEELS, complete, for travelling and immediate use, at the MANUFACTURER'S PRICES. Sizes to order, from 6 to 30-horse power, fitted with improved boilers; packed and delivered at the docks ready for shipment, if required. Circular and upright Saw Frames, Hydraulic Presses, &c. J. ORANGE, Rutland Foundry, Nottingham. 118

TO GOLD MINERS AND OTHERS.—TO BE DISPOSED OF, together or in lots, SEVERAL LARGE and SMALL BASINS, constructed under Mr. Berdan's Patent, with improvements, and provided with gearing. The large basins are new, and complete in every respect. The small basins have been used, and are admirably adapted for all purposes where fine grinding is required, whether for gold amalgamation or otherwise; they could be carried over any road, and are especially available for Australian use.—Every information will be given as to condition and terms on application, by letter, to "A. B.," at Mr. Manby's, law stationer, Castle-court, Holborn. 119

STEAM STAMPS, 5-horse power, complete, from £120 to £160.
STEAM HAMMERS of any size at a short notice, fitted with the newest improvements in regulation. The stamps are in full operation, each one crushing 30 tons per day. 120
PORTABLE ENGINES and BOILERS, complete, MOUNTED ON WHEELS, and of any power, for mining and other purposes, supplied at a few days' notice, under license from the patentees.
Address, Mr. ISHAM BAGGS, *Mining Journal* office, 26, Fleet-street.

MINING ENGINES TO BE LET ON HIRE, OR FOR SALE IMPORTANT TO ALL INTERESTED IN MINING PROPERTY.—Mining engines may be set to work without fixing, chimney, or engine-house, and the real value of the mine tried at a small cost, by the HIRE of MEDWIN AND HALL'S PATENT PORTABLE PUMPING AND WINDING ENGINES. Are strong, simple, mounted on broad wagon wheels, horse shafts, to remove at pleasure. Several are ready for immediate delivery, either to be let at rental or purchase, of 10, 12, 16, 25, to 40-horse power.—Apply to Messrs. MEDWIN and HALL, engineers, No. 92, Blackfriars-road, London, where terms and reports respecting the working of these engines for years may be obtained. 121

TO MINING COMPANIES, AND ALL CONNECTED WITH STEAM-POWER.—PLANS, SPECIFICATIONS, with ESTIMATES of ALL KINDS of CORNISH MACHINERY, comprised of the most approved modern descriptions and economical principle, may be SEEN at the offices of the Cornish Engineers and General Contractors, Cannon-street Chambers, Cannon-st., City, London. 122

MR. LEE STEVENS'S PATENT FURNACES.—As the value of inventions can be best estimated by the successful extent of their application, Mr. LEE STEVENS avails himself of permission to refer to an important list of Engineers, Manufacturers, Brewers, Soap Makers, Chemists, Dyers, Printers, Confectioners, Bakers, and others, in proof of the practical utility of HIS SYSTEM OF SMOKE PREVENTION and ECONOMY OF FUEL, adapted to all varities of furnaces; and to which daily additions are made.
And, strictly maintaining his own patent rights, he GUARANTEE his FURNACES against any pretensions on the part of others. 123
Copies of reports and testimonials, with information respecting licenses to manufacture or use THE PATENT SMOKELESS FURNACES, may be obtained of the patentee, 1, Fish-street-hill, City.

IMPROVED POTTERY FURNACES.—Mr. LEE STEVENS'S system of SMOKE PREVENTION and ECONOMY of FUEL, successfully applied to steam-boiler and other furnaces in above thirty varieties of form, is AVAILABLE FOR POTTERY FURNACES GENERALLY.
Particulars given at 1, Fish-street-hill, City, London. 124

SMOKELESS FURNACE, COMPLETE COMBUSTION, AND ECONOMY.—The legislative enactment for the suppression of the smoke nuisance being now in operation, rendering it compulsory on the part of furnace proprietors to adopt the best means for its abolition, C. J. FOX calls the attention of the scientific public to the PLAN PATENTED by Messrs. ELMSLIE and SIMPSON, of which he is the SOLE LICENSEE, as being THOROUGHLY EFFICACIOUS, causing a LARGE SAVING IN FUEL, and as one of the most SIMPLE and ECONOMICAL in first cost yet offered to the public. It can be fixed in a period in no case exceeding a day, and without any disturbance to the furnace.—Full particulars may be obtained of C. J. Fox, engineer, 4, Pickard-street, City-road, where testimonials of its complete success may be seen. 125

Third Edition, price Sixpence,
HOW TO SUBDUE SMOKE: being POPULAR INFORMATION on VARIOUS PRACTICABLE MEANS, with COMPARATIVE RESULTS, and a FEW WORDS ABOUT FUEL. Including an examination of the respective systems adopted by Juckes, Hazeldine, Prideaux, Bristow and Attwood, Chanter Lee Stevens, Robertson, and Jarrard. 126
London: Effingham Wilson, 11, Royal Exchange; Edward Stanford, 6, Charing-cross. Price Sixpence; and remitted by post on receipt of eight postage stamps.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and PRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which, being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder. 127
This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address,—BICKFORD, SMITH, DAVEY, and PRYOR, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PENHALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.
Messrs. BRUNTON & CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, and warrant that it will prove equal to, if not better, than any to be procured elsewhere. 128

PATENT IMPROVED WIRE ROPE WORKS, MILLWALL, POPLAR.—A. J. HUTCHINGS, and CO., Sole Makers to the Lords of the Admiralty.—ROUND and FLAT ROPES, of every description, suitable for mining operations or other purposes, GALVANIZED or UNGALVANIZED, MANUFACTURED upon an IMPROVED PRINCIPLE, ensuring great pliability and durability. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.
GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c. 129
Offices, 117, Fenchurch-street, London.

IMPROVED PATENT WIRE ROPE.—Mr. ANDREW SMITH, the ORIGINAL INVENTOR of WIRE ROPE, LIGHTNING CONDUCTORS, and SUBMARINE TELEGRAPHS, solicits the attention of the public to his IMPROVED PATENT MANUFACTURE, as the best and cheapest, having obtained his sixth patent since 1835.
Office, 69, Princes-street, Leicester-square, London. 130

BRICK MAKING MACHINES.—CLAYTON'S PATENT.
TO CONTRACTORS, BRICK MAKERS, AND EXPORTERS.
TESTIMONIALS.
Bur, Lancashire, April 11, 1854.
SIR,—In reply to your enquiries respecting the working and results of your Patent Brick Machine, I beg to say it entirely meets with my approbation, and does more work and better than I expected. I am now making upwards of 12,000 per day, with a set of men that never worked in a brick-field before, or even saw the machine. In another week's practice I hope to get 3000 more out of it per diem. I have no hesitation in saying it is the best machine extant, and I intend ordering another. Send me one of your Patent Brick Presses, same size mould as before.
Signed, JOHN R. FRITH, Contractor, &c. 131
To Mr. Henry Clayton, London.

Aynhoe, Northamptonshire, April 12, 1854.
SIR,—We have been working your Patent Brick Machine, with one horse, for the last 12 months at intervals, and have made a large quantity of superior bricks. We are satisfied with the simplicity and strength of it, and have no doubt it is capable of fulfilling all your statements respecting it.
Signed, JAMES BROWN.
Mr. H. Clayton, London.

Manchester, April 18, 1854.
SIR,—Numerous brick makers and contractors in this neighbourhood having asked our opinion of your Patent Brick Making Machine (with a view of employing the same machinery in their own establishment, if found economical and efficient), and hearing there was one at work so near us, we have much pleasure to inform you (and through you many of our friends who value our opinion), that we have this day seen your machine in full operation at the yard of Mr. John Frith, Bury, Lancashire, which does its work admirably, producing bricks of a quality most decidedly superior to those made by hand labour; and is now turning out nearly 20,000 per day, with a set of men which we found were almost strangers to a brick-yard, thus further proving the value and simplicity of your invention.
Signed, RICHMOND, CHANDLER, and CO.,
Agricultural Engineers.
To Mr. Henry Clayton, London.
The above MACHINES may be INSPECTED, and Illustrated Catalogues obtained at the MANUFACTORY, ATLAS WORKS, UPPER PARK PLACE, DORSET SQUARE, LONDON.

TO INVENTORS.—PATENT BUSINESS, in all its particulars, TRANSACTED with economy and despatch; and COMPETENT ASSISTANCE in working out the details of MECHANICAL and CHEMICAL INVENTIONS. MECHANICAL DRAWINGS EXECUTED in all styles, with the greatest expedition. ENGINEERING ADVICE GIVEN. The advertiser has made ELECTRICAL SCIENCE his study for many years.—Address, W. H. WALENN, 7, Duke-st., Adelphi. 132

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.
The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand. 133

TO LOVERS OF FISH.—ONE HUNDRED GENUINE YARMOUTH BLOATERS for SIX SHILLINGS (package included), forwarded to all parts on receipt of penny postage stamps (or post-office order preferred).—Address, THOMAS LETTIS, jun., fish curer, Great Yarmouth. Plain address with county, and nearest station. 134

APPETITE AND DIGESTION IMPROVED, and HEALTH PROMOTED, by the habitual use of that most agreeable condiment, LEA AND PERRINS' WORCESTERSHIRE SAUCE. 135
Applicable to every variety of dish; and sold by the principal dealers universally.

DEAFNESS! DEAFNESS!—IMPORTANT DISCOVERY.—Dr. MANFRED, M.R.C.S., has this day published, free by post for eight postage stamps, a "PHYSICIAN'S GUIDE FOR COUNTRY PATIENTS," for the PERFECT and PERMANENT RESTORATION OF HEARING, by his invaluable new treatment. Being a stop to quackery, cruel impositions on the suffering public, and exorbitant charges, this book will save thousands from the impositions of the self-styled doctors, inasmuch as the hearing can be restored for life. Deafness of the most inveterate nature relieved in half-an-hour, cured in a few hours, and almost instant cessation of noises in the ears and head, by painless treatment. Hundreds of letters may be seen, and persons referred to, who have heard the usual tone of conversation in a few hours.—Patients received daily at Dr. Manfred's residence, 6, Regent-street, London (first door in Air-street), where all letters must be addressed. 136

CURE, THIS WEEK, OF A DISTRESSING COUGH OF THREE YEARS' STANDING, BY DR. LOCOCK'S PULMONIC WAFERS.—From Mr. H. Woolley, grocer, &c., Moulton, near Spalding, June 20, 1854.—Gentlemen: A remarkable cure has been effected by Dr. Locock's pulmonic wafers in this place. Mrs. H. Watson, of this village, had a distressing cough, which, for three years, destroyed all comfort, and prevented her following any out-door occupation; after trying several medicines in vain, she was cured by Dr. Locock's wafers, and restored to strength and health, though somewhat advanced in years.—These wafers give instant relief and a rapid cure of asthma, coughs, and all disorders of the breath and lungs. To singers and public speakers they are invaluable, for clearing and strengthening the voice. They have a most pleasant taste. Price 1s. 1½d., 2s. 9d., and 11s. per box. Sold by all medicine vendors. 137

"What is infirm from your sound parts shall fly,—
Health shall live free and sickness freely die."—*Shakespeare.*

THE ONLY REAL CURE WITHOUT INWARD MEDICINE IS ROPER'S ROYAL BATH PLASTER.
Price 1s. 1½d., for children 9½d., each.
Sold by all chemists and booksellers in the kingdom. 138

HOLLOWAY'S OINTMENT AND PILLS THE BEST MEDICINES EVER KNOWN FOR THE CURE OF BAD LEGS.—Mr. Dingle, of St. Stephen's, near Saltash, Cornwall, was afflicted for a considerable time with a bad leg; he had three or four large wounds in it, attended with continual pain and general loss of health. He tried many remedies, prescribed by surgeons and others, but obtained no relief nor any mitigation of his sufferings. At length, from recommendation, he tried Holloway's Ointment and Pills, and these invaluable medicines have effected a perfect cure in a very short period. Mr. M'Kay, chemist, 40, Catherine-street, Devonport, vouches for the truth of this statement.—Sold by all druggists, and at Prof. Holloway's establishment, 244, Strand, London; and 80, Maiden-lane, New York. 139

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (copper), Phillack	£2 11s. 10d.	£18	17½ 18½	£12 [illegible] 0	£0 8 0—Oct., 1854.
8000	Altgoed Consols Slate Quarry	2	1½	1½	0 3 0	0 1 6—July, 1854.
2000	Anglesea Coal Company	4	—		0 10 0	0 2 0—Nov., 1852.
1624	Balleswidden (tin), St. Just	11¼	6¼		12 5 0	0 5 0—Jan., 1854.
5000	Bat Holes, Worthen, Salop	1l. 17s. 6d.	—		0 10 0	0 10 0—April, 1853.
4000	Bedford United (copper), Tavistock	2⅜	10	9¾ 10	6 5 6	0 7 0—Aug., 1854.
5090	Black Craig (lead), Kirkcudbrightshire	5	1		0 5 0	0 2 6—July, 1853.
200	Botallack (tin, copper), St. Just	91¼	380		313 5 0	8 0 0—Oct., 1854.
1000	Bryntail, Llanidloes, Montgomeryshire	7	4	3 4	0 5 0	0 5 0—June, 1851.
5000	Callington (lead, copper), Callington	7l. 17s.	2		1 8 0	0 4 0—Sept. 1847.
1000	Carn Brea (copper, tin), Illogan	15	—		229 10 0	2 0 0—April, 1854.
10000	Castle Slate Quarry, Dolwyddlan	1	1⅛		0 1 9	0 0 9—Aug., 1854.
236	Comford (copper), Gwennap, Cornwall	75	13		9 0 0	3 0 0—June, 1850.
256	Condurrow (copper, tin), Camborne	20	105		52 0 0	2 0 0—June, 1854.
128	Cwmystwith (lead), Cardiganshire	60	185		40 0 0	5 0 0—May, 1854.
1024	Devon Great Consols (copper), Tavistock	1	395	385 390	405 0 0	9 0 0—Sept., 1854.
12000	Dhurode (copper), Ireland	1	¼	¼ ½	0 3 0	0 1 8—Nov., 1853.
172	Dolcoath (copper, tin), Camborne	257¼	80		873 4 0	3 0 0—Feb., 1854.
2500	Drake Walls (tin, copper), Calstock	1l. 9s.	2	2	0 6 6	0 1 6—April, 1853.
380	East Darren (lead), Cardiganshire	32	80		4 0 0	2 0 0—Jan., 1853.
128	East Pool (tin, copper), Pool, Illogan	24¼	—		238 0 0	2 10 0—April, 1854.
128	East Wheal Rose (silver-lead), Newlyn	50	—		2245 0 0	10 0 0—March, 1852.
1024	East Wheal Margaret (tin, copper)	5⅞	11¼		0 5 0	0 5 0—Feb., 1854.
1200	Eyam Mining Company, Derbyshire	3⅜	18¾		4 3 4	0 10 0—Nov., 1854.
494	Fowey Consols (copper), Tywardreath	40	1¼		399 13 0	1 10 0—Aug., 1850.
2240	Foxdale, Isle of Man	7l. 10s. 6d.	25		41 7 3	1 0 0—Oct., 1854.
320	Ditto (New Shares of 25l. each)	20	20		2 4 0	0 16 0—Oct., 1854.
4448	General Mining Co. for Ireland (cop., lead)	2⅜	2		1 0 8	0 3 3—June, 1853.
2000	Goginan (lead), Cardiganshire, Wales	8	6		22 0 0	5 0 0—Sept., 1850.
1024	Gonamena (copper), St. Cleer	13¼	10½	10¾ 11½	0 7 6	0 7 6—Dec., 1852.
30000	Great Crinnis (copper), St. Austell	1	¾	1	0 1 0	0 1 0—Sept., 1854.
13750	Great Polgooth (tin), St. Austell	3⅜	⅞	1 1¼	0 10 0	0 4 0—Oct., 1852.
119	Great Work (tin), Germoe	100	—		176 10 0	5 0 0—Aug., 1854.
1024	Herodsfoot (lead), near Liskeard	8½	7		2 12 6	0 7 6—April, 1854.
6000	Hingston Down Consols (copper), Calstock	3⅜	14½		0 10 0	0 5 0—May, 1854.
1000	Holmbush (lead, copper), Callington	25	8		25 0 0	— —Feb. 1844.
2000	Holyford (copper), near Tipperary	11	—		3 5 0	0 5 0—Sept., 1852.
76	Jamaica (lead), Mold, Flintshire	3l. 13s. 6d.	—		380 0 0	5 0 0—March, 1851.
20000	Kenmare and West of Ireland	1	⅛		0 1 6	0 1 6—Sept., 1853.
2048	Kenneggy (copper), Breage	6s. 7d.	¼	¾	0 4 0	0 4 0—March, 1854.
786	Kirkcudbrightshire (lead), Kirkcudbright	9⅜	—		1 15 0	0 5 0—May, 1854.
20000	Lackamore (copper), Tipperary, Ireland	1	⅛	⅜ ½	0 1 0	0 1 0—July, 1853.
20	Laxey Mining Company, Isle of Man	100	1000		1250 0 0	50 0 0—Aug., 1854.
5000	Lewis (tin, copper), St. Erth	3l. 8s.	2		0 2 0	0 2 0—Aug., 1851.
160	Levant (copper, tin), St. Just	2½	—		1042 0 0	2 0 0—Aug., 1854.
400	Lisburne (lead), Cardiganshire, Wales	18¾	175		216 5 0	5 0 0—June, 1854.
320	Machno Slate and Slab Company	25	30		1 17 6	1 5 0—June, 1853.
160	Ditto (New Shares)	12½	15		0 12 6	0 12 6—June, 1853.
6000	Marke Valley (copper), Caradon	4l. 10s. 6d.	—		0 2 6	0 2 6—May, 1853.
5000	Mendip Hills (lead), Somerset	3¼	—		0 10 0	0 10 0—May, 1853.
8000	Merllyn (lead), Flint	2¾	⅛		1 11 0	0 2 6—June, 1853.
20000	Mining Co. of Ireland (copper, lead, coal)	7	17¼	17¼	9 12 6	0 10 6—July, 1854.
5000	Nantlle Vale (slate), Llanllyfni	1	2		0 2 6	0 1 3—Nov., 1853.
470	Newtonards Mining Company, Co. Down	50	—		37 0 0	2 0 0—July, 1854.
200	North Pool (copper, tin), Pool	22½	170	150	322 0 0	4 0 0—Oct., 1854.
140	North Roskear (copper), Camborne	10	—		249 10 0	4 0 0—Sept., 1853.
6000	North Wheal Basset (copper, tin), Illogan	nil.	19¼	18¾ 19¾	3 1 0	0 5 0—Sept., 1854.
6400	Par Consols (copper), St. Blazey	1⅛	8½		23 6 0	0 10 0—July, 1853.
500	Peak United (lead), North Derbyshire	7¾	—		3 0 0	0 10 0—Oct., 1854.
160	Perran St. George (cop., tin), Perranzabuloe	21½	—		1 15 0	0 10 0—June, 1851.
200	Phœnix (copper, tin), Linkinghorne	30	—		50 0 0	10 0 0—Nov., 1853.
2000	Polberro (tin), St. Agnes (Preferential)	15	—		6 6 0	1 1 0—Sept., 1854.
560	Providence Mines (tin), Uny Lelant	20¾	17		21 19 6	0 10 0—Aug., 1854.
1948	Rix Hill (tin), Tavistock	3½	—		0 8 0	0 4 0—Jan., 1853.
256	South Caradon (copper), St. Cleer	2½	270		334 0 0	8 0 0—Sept., 1854.
9000	South Tamar (silver-lead), Beerferris	1l. 6s. 6d.	8½	8 8½	2 2 6	0 7 6—Sept., 1854.
256	South Tolgus (copper), Redruth, Cornwall	16	120		69 0 0	4 0 0—May, 1853.
248	South Wheal Frances (copper), Illogan	37½	275	255	254 5 0	5 0 0—Sept., 1854.
1024	Spearne Consols (tin), St. Just, Cornwall	1¼	—		8 8 6	0 2 6—Dec., 1853.
1024	St. Aubyn and Grylls (copper, tin), Breage	3	2		0 17 6	0 7 6—April, 1852.
94	St. Ives Consols (tin), St. Ives	80	—		888 0 0	8 0 0—Feb., 1854.
1000	Stray Park and Camborne Vean (copper)	10¾	—		11 10 0	3 0 0—Oct., 1850.
9600	Tamar Consols (silver-lead), Beeralston	4½	1⅜	1¼	4 11 0	2 0 0—Feb., 1853.
6000	Tincroft (copper, tin), near Pool, Illogan	7½	1⅜		6 18 6	0 10 6—Feb., 1853.
2048	Trehane (silver-lead), Menheniot	¾	6	6½ 7	7 6 3	0 5 0—Sept., 1854.
5000	Treleigh Consols (copper), Redruth	6	—		1 3 0	0 5 0—Oct., 1847.
572	Trelyon Consols, (tin), St. Ives	11½	24		1 15 0	1 0 0—Feb., 1854.
98	Tresavean (copper), Gwennap, Cornwall	32½	—		4665 15 0	5 0 0—Sept., 1854.
120	Trethellan (copper), Gwennap, Cornwall	7½	—		403 13 6	2 10 0—April, 1851.
120	Treviskey and Barrier (copper), Gwennap	130	40		303 10 0	4 0 0—March, 1854.
4096	Trewetha (silver-lead), Menheniot, Cornwall	1	3	2¾ 2⅞	0 13 0	0 3 0—June, 1854.
100	Trumpet Consols (tin), near Helston	95	—		50 0 0	5 0 0—March, 1854.
400	United Mines (copper), Gwennap	40	120		47 5 0	2 0 0—Feb., 1854.
1024	Wellington (copper, tin), Perranuthnoe	8¼	—		2 2 6	0 5 0—March, 1851.
7500	Welsh Potosi (silver-lead), Talybont, Card.	5	8	5 5½	0 10 0	0 10 0—Aug., 1854.
3000	Ditto	3½	4½		0 4 0	0 4 0—Aug., 1854.
6000	West Basset (copper), Illogan	1¾	30½		1 0 0	1 0 0—Sept., 1854.
256	West Caradon (copper), Liskeard	20	190		257 5 0	3 0 0—Oct., 1854.
256	West Damsel (copper), Gwennap	£10 7	140		4 0 0	2 0 0—Sept., 1854.
1024	West Providence (tin), St. Erth	5	19		22 0 0	2 0 0—Jan., 1854.
1024	West Wheal Darlington	12l. 18s.	4		0 5 0	0 5 0—Dec., 1853.
200	West Wheal Seton (copper), Camborne	77	200		10 0 0	5 0 0—Oct., 1854.
1228	Wheal Arthur (copper), Calstock	7	22½	20	3 10 0	0 10 0—Oct., 1854.
256	Wheal Basset (copper), Illogan	10¼	580		564 10 0	22 10 0—Aug., 1854.
256	Wheal Buller (copper), Redruth	5	700	670	581 5 0	30 0 0—Sept., 1854.
250	Wheal Clifford (copper), Gwennap	—	145		3 13 8	2 5 6—March, 1853.
5136	Wheal Exmouth and Adams United	4l. 14s.	8½		1 2 6	0 2 6—Aug., 1854.
128	Wheal Friendship (copper), Devon	—	115		2375 10 0	8 0 0—May, 1854.
5000	Wheal Golden (sil.-lead), Perranzabuloe	4¼	¾		1 5 0	0 5 0—Sept., 1852.
6000	Wheal James (iron, copper), Roche	1l. 4s.	¼		0 2 0	0 2 0—May, 1853.
512	Wheal Jane (silver-lead), Kea	nil.	10		4 10 0	1 0 0—Oct., 1853.
430	Wheal Lovel (tin), Wendron	33	52		28 0 0	2 0 0—May, 1854.
112	Wheal Margaret (tin), Uny Lelant	79	100		220 0 0	5 0 0—May, 1854.
512	Wheal Mary Ann (lead), Menheniot	5¼	37	36½ 37½	28 15 0	2 0 0—March, 1854.
80	Wheal Owles, St. Just, Cornwall	70	390		160 18 0	12 10 0—Aug., 1854.
240	Wheal Reeth (tin), Uny Lelant	24¼	—		40 10 0	3 0 0—Sept., 1852.
198	Wheal Seton (tin, copper), Camborne	107	250		254 10 0	8 0 0—April, 1854.
520	Wheal Trelawny (silver-lead), Liskeard	8⅜	39		46 10 0	1 10 0—Oct., 1854.
1024	Wheal Tremayne (tin, copper), Gwinear	9⅝	6		10 2 6	0 7 6—Jan., 1854.
5000	Wicklow (copper), Wicklow	5	51½		24 13 0	1 12 6—July, 1854.
5000	Wrysgan (slate), Festiniog	1	1		0 2 0	0 1 0—Aug., 1854.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14½	2½		4 5 0	0 15 0—Nov., 1853.
72000	Baden, Grand Duchy of	1	¼		0 1 0	0 1 0—Nov., 1852.
10000	Brazilian Imperial (gold), Brazil	25½	3	2½ 3	34 17 6	0 10 0—Dec., 1844.
2464	Burra Burra (copper), South Australia	5	155		150 0 0	5 0 0—June, 1854.
12000	Cobre Copper Company (copper), Cuba	40	48	46 48	65 12 0	4 0 0—July, 1854.
100000	Colonial Gold, Australia	1	¾		0 1 6	0 1 6—March, 1854.
10000	Copiapo Mining Company (copper), Chili	16	14	13 14	3 18 0	0 5 0—Oct. 1851.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	15		8 0 0	0 10 0—June, 1853.
10000	Linares (lead), Pozo Ancho, Spain	8	9	8½ 9	2 0 6	0 15 0—March, 1854.
103815	Mariquita and New Granada	1	½	⅜ ⅝	0 2 0	0 1 0—July, 1853.
29000	Mexican and South American (cop.), Mexico	9	7	6¾ 7¼	5 12 6	0 7 6—July, 1854.
88715	North British Australasian	1	⅛		0 0 8	0 0 8—March, 1854.
32000	Oberahof (lead), Nassau	1	⅛		0 1 0	0 1 0—June, 1853.
7000	Royal Santiago (copper), Cuba	11¾	5½	5¼ 5¾	66 4 0	1 5 0—July, 1848.
104000	San Fernando (silver-lead), Linares	1	¾		0 1 9	0 0 7—June, 1854.
11000	St. John del Rey (gold), Brazil	15	29	31 32	25 17 6	2 0 0—May, 1854.
43174	United Mexican (silver), Mexico	Av. 28¼	3¼	3 3½	1 16 6	0 4 0—Feb., 1853.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
7000	Adelaide Land and Gold Comp.	2	¾	
100000	Agua Fria (gold), California	1	1⅛	1¼ 1¼
35000	Almaden (silver-lead), Spain	2	—	
20000	Australian (cop.), S. Australia	6	1¼	1 1½
75000	Brucutu (gold), Brazil	⅛	1s.	
6000	Chalanches (sil., cop.), France	10	—	
80000	Clarendon Consols, Jamaica	⅛	¼	
25000	Fortuna (silver-lead), Spain	¾	1⅛	1 1⅛
120000	Gladbach (zinc) Rhenish Pruss.	1	⅜	
20000	Iberian (silver-lead), Spain	⅛	⅜	⅜ ½
12000	Jamaica (copper)	1	⅜	
20000	Keweenaw Point (cop., sil.)	5	—	
2309	Kinzigthal Min. Ass., Germany	4	4¼	
60000	Liberty (gold), Virginia, U.S.	1	¾	
60000	Linares, New, (lead, cop.), Spain	1	⅜	⅜ ½
22000	Louise, Rhenish Prussia	1	—	
10000	Lusitanian Min. Co. for Portugal	1	1⅜	1⅛ 1⅜
17000	Metcalfe (copper), Jamaica	1	⅜	
25000	Modena (cop., sil.-lead), Italy	1	—	
25000	Nassau (cop.), Rhenish Prussia	1	—	
10000	National Brazilian (gold), Brazil	30	1¼	
200000	Nouveau Monde, California	1	⅜	¼ ⅜
25000	Peninsular Mining Company	½	¾	
10000	Pontgibaud (sil.-lead), France	20	16	15 16
25000	Port Royal and St. Andrew's	⅛	¼	
60000	Quartz Rock, California	1	¼	¼
100000	Rhenish Mining Company	¼	—	
70000	Waller, Goochland Co., Virginia	1	¼	¼
75000	Wildberg (sil.-lead, copper)	2	2½	2
100000	Worthing (cop.), Adelaide	12s	⅛	

MINES WHICH HAVE SOLD ORES.

Shares.		Paid.	Last Price.	Present.
3000	Altarnun Con. (tin, cop.), Altar.	3⅜	1¼	3 3¼
940	Balnoon Con. (tin), Uny Lelant	2	—	
4081	Balleswidden United	1	⅜	
12000	Ballygoneen (lead), Wicklow	1	⅛	
15000	Barytes Company of Ireland	1	1⅛	
508	Bell and Lanarth, Gwennap	11	2½	
1500	Birch Aller, Bridford	6¼	5⅜	
3000	Birch Tor and Vitifer, Lydford	£2 5 6	⅜	½
1000	Boiling Well (copper)	10	15	
120	Bollowall and Nanpean (tin)	20	—	
4096	Boringdon Consols, Plympton	4	1⅛	1¼ 1⅜
240	Boscean (tin), St. Just	20	85	
5250	Bottle Hill (copper), Plympton	9s.	—	
4000	Braich Goch Slate Quarries	⅛	—	
20000	Britannia, Devon	£1 7	6d.	
128	Britannia, Llanarmon	4	—	
4000	Bronfloyd (lead), Wales	¾	—	
420	Budnick Consols (tin), Perran	2⅜	3⅛	
16	Buller and Basset United (cop.)	500	520	525
2000	Bwlch (sil.-lead), Cardiganshire	4	3	
6000	Caegwain (gold), Merioneth	⅛	⅛	
5000	Cae-Gynon, Cardiganshire	⅜	⅜	
1024	Caerphilly & Carfnnon, S. Wales	3	—	
3000	Cally (cop., lead), Kirkcudbright	£1 2	—	
4000	Calstock Consols (copper)	4	—	
4000	Calstock United (tin and cop.)	3⅜	1⅛	
1000	Camborne Consols	2	—	
1024	Caradon Consols, St. Cleer	5	—	
2000	Carbona (tin, copper), Crowan	7	⅜	⅜
50000	Carnarvonshire Slate	1	1¼	
2048	Carnyorth (tin), St. Just	1⅜	—	
8500	Carrack Dews United, St. Ive's	£1 8	1⅛	
1056	Carvannall (copper), Gwennap	£9 14 5	3½	
4096	Castle Dinas (tin), St Colomb	2⅜	1s. 6d.	
6000	Caylan, North Wales	2	2½	
200	Cefn Brwyno (lead), Cardigansh.	33	85	
2000	Clara	1	1½	1½
1024	Clijah & Wentworth (tin, cop.)	9½	12	16
8000	Clowance Wood	8s.	⅜	
2000	Coed Mawr Pool (lead), Llanrwst	£6 8	—	
15000	Connemara, Galway	1	⅜	
7510	Cook's Kitchen, Illogan	£15 18 9	—	
20000	Coosheen (copper), Cork	1	1¼	
900	Court Grange, Cardiganshire	10	—	

Shares.		Paid.	Last Price.	Present.
1053	Craddock Moor (cop.), St Cleer	£7 16	1	
6130	Craigwen, Dinas Mowddwy	1	—	
500	Craig-y-Mwyn (lead), Llanrhaiadr	8½	—	
512	Creegbrawse (copper), Cornwall	13⅜	—	
1300	Crookhaven (copper), Cork	10	—	
9000	Cubert (silver-lead), Cornwall	2⅜	⅜	⅜
10000	Cwm Darren (lead), Cardigansh.	13s.	⅛	⅜
6700	Cwmdyle Rock & Green Lake	8½	1⅛	
1000	Cwm Erfin (lead), Cardigansh.	8	—	
3000	Dalrhiew (cop., lead), Brecon	£2 3 6	3	
1000	Darren (sil.-lead) Cardiganshire	5	1½	1⅜ 1½
1400	Derwent (sil.-lead), Durham	60	2½	
3907	Devon and Courtenay (copper)	¾	—	
5000	Devon Buller Gt. Consols	11s.	¾	
4000	Devon Burra Burra (copper)	3⅛	—	
1600	Devon Great Tincroft (tin)	¾	—	
6000	Devon Kapunda (cop. & sil.-lead)	£3 16	—	
10000	Devon Tin Mines	1	—	
1244	Duke of Cornwall, Lostwithiel	£10 9	1⅛	
3000	Dyfngwm (lead), Wales	11⅜	16	
256	Eaglebrook, Llanphangel, Card.	12⅜	30	
256	East Basset (copper), Redruth	18	16	
1500	East Birch Tor [A] (tin), Devon	3	—	
1000	East Birch Tor [B]	1⅛	—	
1943	East Crowndale (cop.), Tavistock	7	—	
4000	East Gunnis Lake Junc. (cop.)	2⅛	1	
9000	East Tamar (sil.-ld.), Beerferris	£1 19	⅜	
256	East Tolgus (copper), Redruth	12	4	
2048	East Wheal George, Walkhamp.	2⅛	—	
4000	East Wheal Russell, Tavistock	£3 8 6	2¼	
3500	East Wheal Vor (tin)	1⅛	⅜	
564	Ecton Mountain, Derbyshire	10	—	
536	Ecton Mountain (lead, copper)	5	—	
1280	Esgair Llee, Llanfihangel-y-Croy	7	—	
5000	Fee Donald (lead, antimony)	¾	1	
15000	Fron-isa and Craigiog (lead)	1	¾	
12000	Gallt-Ffrith-Rhedyn (lead)	3	3	
5000	Garreg (lead), Flint	£2 8 6	¾	
4000	Gawton United	£2 7	2	
1024	Gilmar (tin), St. Erth	£5 10 3	—	
8000	Glen Lead, Ireland	⅛	¼	
12000	Gorn (lead), Llanidloes	12s.	—	
243	Grambler & St. Aubyn (copper)	100½	25	
900	Great Beam (tin), St. Austell	20	12	
4000	Great Cowarch, Merioneth	4⅛	2⅛	2 2¼
30000	Great Hewas United	1	⅜	¾
17043	Great Onslow Cons., Camelford	1¾	1	
1024	Great Sheba Consols	15⅜	10	
6000	Great South Tolgus	2	6	
10000	Gt. Tregune Consols, Altarnun	1	—	
1024	Great Wheal Alfred, Phillack	33¼	23½	22½ 23½
5120	Great Wheal Baddern (tin)	2⅜	2¾	2½ 2¾
100000	Gt. Wh. Vor (tin, cop.), Helston	1	1½	1⅛ ⅞
1024	Great Wheal Fortune, Breage	£14 7 3	—	⅜ 1⅛
6000	Gwaynllifion (lead)	4s. 6d.	—	
512	Halamanning and Croft Gothal	94	25	
8192	Hawkmoor (tin & cop.), Calstock	£1 6d	¾	
5000	Haytor Consols (tin, copper)	4	—	
512	Helvellyn (cop.), Cumberland	1	—	10 12½
1500	Hennock (silver-lead) Hennock	8	2	
10000	Hill Bridge Consols	1	2	
5000	Holne Moor (tin), Ashburton	2	—	
12000	Ivybridge (silver-lead)	8s. 6d.	1¼	
2048	Kea Tremayne (tin)	nil.	—	
6000	Keswick (lead), Portinscale	£4 4	1	
3300	Kilbricken (silver-lead), Clare	4⅜	1	
1698	Lamherooe Wheal Maria (cop.)	18	3	
1024	Leeds and St. Aubyn (tin, cop.)	£5 6	6⅛	
10286	Leeds Town (tin, cop.), Crowan	3	1⅛	
20000	Ludgvan Lease (tin), St. Ives	⅛	—	
5056	Lydford Consols (lead), Devon	1⅜	½	⅜ ½
2500	Madron United (tin), Cornwall	5	6	
1024	Melin Llyn-y-Pair, Merioneth	2¼	—	
256	Messer, Bodmin	55	55	
6400	Michell (lead), Flint	3s. 6d.	¼	
4096	Middleton (lead), Snailbeach	4s.	—	
1024	Mill Pool (tin, cop.), St. Hilary	5½	2	
7500	Mixon Great Cons. (cop.), Leek	1½	2	
20000	Mizen Head, Cork	⅜	⅛	
10000	Molland (cop.), South Moulton	17s.	¼	⅛
6400	Mostyn (lead), Flint	4s.	¼	
1024	Mount Tiack (tin, cop.), Lelant	1	—	
5000	Nanteos and Penrhiw	1⅛	—	
1700	Nant-y-Car (cop.), nr. Rhayader	3l. 8s.	7½	
5000	North Britain Burra Burra	£2 13	1⅛	
1024	North Buller (copper), Redruth	£10 14	2¾	
2000	North Downs (copper), Redruth	1	4	
2500	North Frances (cop.), Illogan	4½	—	
2000	North Levant (tin, cop.) St. Just	1¼	7	
21000	North Staffordshire Consols	1	—	
10000	North Towy and Cystanog	4s. 6d.	½	⅜
1128	North Wheal Crofty (copper)	£10 14 3	7⅛	
1024	North Wh. Robert, Walkampton	9	31	27 29
1060	North Wheal Trelawny	£4 4 6	7	6⅛ 6¾
12000	N. Wh. Unity (cop., tin), Gwin.	1⅛	—	
7980	Old Avarack & Nancothan United	⅛	—	
10000	Old Trewether Consols	1	1	
256	Old Wheal Basset, Illogan	4	5	
2500	Orsedd (lead), Flint	2⅜	2	2
10240	Pembroke & East Crinnis (cop.)	5⅛	2	
5000	Pencorse Consols, St. Enoder	£1 4	1⅜	
1500	Pencraig (lead), Carnarvon	4	—	
5000	Pendarves & St. Aubyn (tin, co.)	£1 2	—	
5000	Penhale Consols (silver-lead)	3½	5½	
5000	Penllyne Court	14s. 6d.	⅜	
128	Penmaen (gold), Merioneth	125	5	
640	Pen-y-Gelli (lead), Flintshire	6	—	
2925	Penzance Consols	1¼	—	
24000	Perran and Leisure Union	11s.	¾	
12000	Perran Wheal George	¾	⅜	⅜
1000	Peter Tavy & Mary Tavy (cop.)	3½	—	
2000	Polgear & Lancarrow (cop., tin)	£2 3	½	½

Shares.		Paid.	Last Price.	Present.
30000	Poltimore (cop., gold), Devon	1	¾	
2400	Porkellis United (tin), Wend.	£11 13 4	7⅛	
6400	Prideaux Wood, Luxulyan	1⅛	—	
7000	Reeth Consolidated, Towednack	4⅛	—	
10000	Respryn (copper), Lostwithiel	2	—	
2500	Rhoswydol & Bachelddon (lead)	11¼	—	
10000	Rinsey United	1	—	
25200	Rorrington (lead), Snailbeach	6s.	⅛	¼ ⅜
256	Rosewarne (cop., tin), Gwinear	24	66	
5000	Round Hill, Salop	£1 2	18	
4000	Sithney Wheal Buller (tin)	1⅛	1¼	4½ 5
1500	Skiddaw & Blencathera, Keswick	11s.	—	
12000	Sortridge Consols	1s.	4½	3¾ 4
12000	Sortridge and Bedford, Tavistock	8s. 4d.	—	⅛
6000	South Bog (lead), Salop	14s. 6d.	¾	
2000	South Carn Brea (cop.), Illogan	13	7	
256	South Charlotte, St. Agnes	3	1	
20000	South Cork (silver, copper)	1	⅛	
5000	South Crenver (copper)	£3 13	2¼	
4196	South Friendship Wheal Ann	2⅜	—	
2000	South of Scotland	2⅜	—	
3500	South Speed, Uny Lelant	3	—	
2048	South Wales Consols	£2 8 4	1	
1105	South Wh. Crofty (cop.), Illogan	nil.	5	
4096	South Wheal Yeoland	¾	⅛	⅜
280	Spearne Moor (copper), St. Just	14	—	
5208	St. Austell Consols	£1 18	1¾	
20000	St. Day United (tin & copper)	2	1⅜	
512	St. Michael Penkevil (tin)	4	—	
1800	Swanpool, Budock	7	—	
20000	Tassan (lead), Ireland	13s	⅛	⅜
4944	Tavy Con. (cop.), near Tavistock	£2 6	1	
6400	Tees Side (lead), Cumberland	1½	1⅛	
12000	Trannack Consols	1	1	1
1024	Trebarvah, Perranuthnoe	3½	1	2¼
25000	Treburget Consols	1	1	
4096	Treburget United (lead) St. Teath	£1 19	⅛	
600	Tregardock (lead), St. Teath	6½	—	
4096	Trebell Con. (tin, cop.), Lanivet	£1 8 6	⅛	
10000	Treloggan, St. Colomb Minor	1¼	2	
5000	Treloweth (copper), St. Erth	£1 19	—	
8900	Trenault (lime, copper)	1	—	
3100	Ditto Preference	1	⅜	
2000	Trenow Consols	£2 18 6	3	
10000	Trevalga (slate), Boscastle	1	—	
2048	Trevelyan (tin, copper)	5½	1¾	
2500	Trevenen (tin), Wendron	3⅜	3¾	
3200	Ty-Maen, Whitford	⅜	—	
4000	Tyn-y-Worglod (slate), Carnar.	4¾	4⅛	
10000	Tyn-y-berth (slate)	1⅜	1⅜	1⅜
5000	Ulpha United Mines, Cumberl.	⅜	—	
6000	Union (tin), Roche & Luxillion	£1 3	1¼	
20000	Vale of Towy (lead)	¼	⅜	
2000	Welsh Potosi (new shares)	⅜	—	
256	Wendron Consols	£32 15 5	50	
2000	West Aberffwyd, Cardiganshire	4s.	—	
1024	West Alfred (cop.), Phillack	22	24	
2860	West Crinnis, St. Austell	2¼	3⅛	1⅛
1024	West Ding-Dong (tin), Sancreed	£4 13	2	
6400	West Fowey Con. (tin, cop.)	£6 0 8	—	
25000	West Par Con. (cop.), St. Blazey	1	1	
6000	West Polberro	¾	1⅜	1
1056	West Stray Park	2	8	
512	West Wheal Frances, Illogan	20	18	2
4000	West Wheal Russell, Calstock	1⅛	—	
500	West Wheal Towan (cop., tin.)	32½	—	
1000	Wheal Agar (copper), Illogan	6	—	
12000	Wheal Alfred (cop.), Hayle	1	1½	
240	Wheal Bal (tin), St. Just	6⅛	—	
539	Wheal Carne (tin), St. Just	9⅜	—	
1024	Wheal Carpenter (tin), Gwinear	£4 12	—	
1024	Wheal Carpenter, S. Sydenham	8⅛	2	
2048	Wheal Charlotte, Perranuthnoe	£1 16 7	7	
512	Wheal Constance (lead), Newlyn	11	—	
4096	Wheal Crebor (cop.), Tavistock	3⅜	2¼	1⅛
1024	Wheal Cupid (copper), Gwennap	£8 9 6	4	
720	Wheal Franco, near Tavistock	20½	5	
30000	Wheal Friendship, St. Hilary	1	2	
6000	Wheal George, St. Columb	1	⅜	
6000	Wheal Grenville, Camborne	3⅛	⅜	
10000	Wheal Guskus (tin, copper)	£1 2	⅝	
5120	Wheal Harriett, Camborne	1½	1	
3000	Wheal Helen (tin), Breage	1½	3	
16	Wheal Hope	100	—	
256	Wheal Kitty (tin), Uny Lelant	£5 8 6	—	
5000	Wheal Kitty (tin), St. Agnes	3¾	1⅛	
6000	Wheal Langford	£1 6 6	¾	
512	Wheal Margery (tin), St. Ives	6½	—	
512	Wheal Mary Ann (Perran)	2	8⅛	
3400	Wh. Mary Great Consols (cop.)	5	4⅛	
5000	Wheal Marshall, St. Stephens	¾	—	
512	Wheal Montague (tin)	6⅜	—	
4000	Wh. Robert, Sampford Spiney	£1 5 6	—	
2048	Wheal Robins (tin) Liskeard	£2 17	—	
4000	Wheal Russell (cop.), Tavistock	2⅛	—	
1024	Wheal Sidney, Plympton	3⅜	—	
952	Wheal Stanley, St. Columb	⅛	—	
6000	Wheal Tehidy (copper), Illogan	2⅛	2¼	
512	Wheal Trefusis (cop.), Gwennap	19¾	6	5
3000	Wheal Trevena (tin), Breage	5	5⅛	
8448	Wheal Trewane (silver-lead)	1¼	—	
3167	Wheal Unity (cop., tin), Gwinear	£6 9 8	2	
1024	Wheal Uny (tin, cop.), Redruth	18¾	8	
1024	Wheal Venton (sil.-lead), Lisk.	£6 13	4	
6400	Wheal Whitleigh	2	—	
4096	Wheal Wrey (lead), St. Ive	£1 9 0	4¼	
4096	Wheal Zion (cop., lead), Calstock	3⅜	1¼	1
6400	Whitford (lead), Flint	5s	—	
4096	Wood (lead), Beerferris	⅜	1¼	
100	Wyndham Consols	44	44	
4906	Yeoland Consols (tin, copper)	4¾	3	

MINES NOT HAVING SOLD ORES.

Shares.		Paid.	Price.
10000	Arundell Copper	1⅛	1¼
1800	Blaen Caylen (lead)	£1 1 6	—
5000	Bodcwl, S. Wales	£1 7	⅛
6000	Bolenowe	1⅛	4
1180	Bridford Consols	£5 9	5¾
812	Butterdon (lead)	5½	3⅜
5000	Callington Valley Con.	1	1
6000	Caradon Wood (lead)	£1 4 6	—
30000	Carbery West, Ireland	½	⅛
10000	Caton (silver-lead)	3s.	¼
4422	Cefn Gwyn, Cardigan	£1 13 6	⅜
1000	Collacombe	10	—
5000	Combmartin Consols	8s. 6d.	—
5000	Coniston United	12s.	¼
2400	Cwm Consols (tin)	1¼	5
6000	Cwm Eigia, Carnar.	1	1
12000	Ditto	¼	⅛
60000	Cwmheisian (gold)	1s.	⅜
5000	Devon Central (cop.)	1	1½
5000	Devon United	1	⅛
8000	Dinas Great Consols	⅜	⅜
30000	Drewsteignton	⅜	¾
10000	Dunsley Wh. Phœnix	1	3
30000	East Annagh (lead)	⅛	¾
5000	East Black Craig	12s. 6d.	—
1024	E. Boscean, St. Just	2	3
6144	East Caradon (cop.)	1½	2¼
5500	East Frongoch (lead)	⅜	1
1000	East Wheal Reeth	£3 9	—
4096	Exmoor Eliza (cop.)	£2 14 0	½
10000	Glansevin	4s.	—
24000	Glenaulin & Carivilleen	⅛	⅛
30000	Great Cambrian	1	1
10000	Gt. Duke of Wel. Con.	1	1⅛
512	Great Rough Tor	37	5
10000	Great Treburget	¼	—
10000	Havod & Henfwch	⅜	⅛
4096	Hemerdon Consols	⅜	⅜
5000	Herodscoomb	1¼	⅜
30000	Irish Consols	1	4s
1024	Ivy Tor Consols	£1 18 6	3¼
8000	Kerry (lead)	1	1
20000	Kilraine, Donegal	3s.	⅜
12000	Lady Grenville	1	⅜
20000	Leigheloon	⅛	⅜
9679	Mount's Bay Consols	2¼	1¼
320	Nent Force, Alston	1	1¾
5000	New Copper Bottom	1¼	—
3072	Newton St. Cyres	1	—
1024	New Wh. Friendsh.	nil.	5
256	North Fowey (cop.)	4¾	—
6400	North Hingston Cons.	1s.	⅜
150000	North of Ireland	1	
128	Oakeley (cop., gold)	1	35
8000	Oola, Limerick	1	1
5000	Pendeen Consols	¾	1
4000	Penpompren, Wales	⅜	—
7484	Penquean, St. Breock	2¼	—
6000	Perran (silver-lead)	⅛	⅛
12000	Perran Wh. Alfred	1	¾
4000	Perran Wheal Jane	£1 3	—
10000	Polgooth & Woodclose	1⅛	—
2048	Ponterwyd, Cardigan	2¾	—
9250	Perran Consols	2	1
10000	Quintrell Downs	⅛	⅛
8000	Red Dragon, Wales	1	1⅛
240	Retallack United	1	1⅛
10000	Rheidol United Mine	£1 2	⅜
4000	Ritton Castle (lead)	¾	1
60000	Royal Hibernian	1	¼
21000	South Devon Consols	1	
240	South Trelawny	1⅛	
3072	South-West Phœnix	£1 13 6	
1000	South Wheal Lovel	13s. 8d.	
4000	South Wheal Russell	11s. 6d.	
10000	Taliesin, Cardigansh.	2⅜	
10000	Tamar Maria	⅜	
1800	Teign Hope (Dart.)	1	
12000	Tregoneb. & Fatwork	1	
4000	Tremollett Down	⅜	
4000	Treslyn Consols	12s	
2048	West Goginan, Card.	4⅜	
1024	West Phœnix	15⅜	
256	West Sharp Tor	47	
12000	West Sortridge	3s.	
5000	West Wheal Arthur	⅜	
6000	W. Wh. Friendship	1	
4096	Wheal Edward	2	
5000	Wheal Fanny	£1 13	
2048	Wh. Fanny, Perran	£1 13	
512	Wheal Freedom	1	
1536	Wheal Gill	10	
4800	Wheal Ludcott	13s.	
8000	Wheal Penelope	1	
8060	Wheal Peru, Cornw.	10s. 6d.	
6000	Wheal Pollard	6s. 6d.	
6400	Wheal Prosper	⅛	
10000	Wheal Samson	1	
4000	Wheal Surprise	1	
1024	Wheal Trelusback	6⅛	
3000	Wheal Tristrem	3	
4000	Wheal Victoria	1⅛	
5000	Willow Bank (lead)	11s.	
800	Winster (lead)	1	
64	Yeo, Chagford, Dev.	5	
10000	Yorkshire Min. Co.	⅜	

Transactions on the Stock Exchange.

Shares.		Paid.	Last Prices.
100000	Agua Fria	1	1¼ — 1⅛*
30000	Anglo-Australian Gold	1	— — —
100000	Anglo-Californian	⅛	¼ — ¼*
10000	Australasian	2	— — —
20000	Australian	6	1⅛ — 1¾*
60000	Australian Cordillera	1	— — —
100000	Australian Freehold	1	⅜ — ⅛*
50000	Ave Maria	1	— — —
210000	Carsons Creek	⅛	¼ — ¼
100000	Colonial Gold	1	⅜ — ¼*
330000	Copper Miners of England	Stock	52 — 50 ex. d.*
8000	Ditto, Prefer., 7½ per cent.	25	27 — 29
70000	English and Australian Copper	5	1¼ — 1¾
25000	Fortuna	¾	1¼ — 1*
100000	Great Nugget Vein	1	¾ —
72000	Grand Duchy of Baden	1	¼ —
60000	Liberty	1	1⅛ —
10000	Lusitanian (of Portugal)	1	1⅜ —
100000	Mariquita	1	⅜ —
2000	Mexican and South American	9	7¾ —
60000	New Granada	1	⅜ —
200000	Nouveau Monde	1	⅜ —
10000	Pontgibaud Silver-lead	20	15 —
100000	Port Phillip	1	⅜ —
60000	Quartz Rock	1	¼ —
50000	South Australian	1	1⅜ —
70000	Waller	1	⅜ —
100000	West Mariposa	1	⅜ —

* Business done.

*** In accordance with an announcement to that effect, we have removed the prices from all mines in the above list wh… rations have not been forwarded, or the price given confirmed, for a period of one month: we hope by that means to… one difficulty,—that of purchasers or sellers being deceived by the quotation in the current Journal being represent… present value, although the price may have varied considerably since it first appeared. We hope, also, to bring the par… cerned into more frequent communication with regard to any alteration in the present position or prospects of their r… adventures; and, we need hardly add, that we shall be happy to fill up all the blanks, on receipt of the quotation at w… siness has actually been transacted, guaranteed by the name and address of our correspondent.

London: Printed by RICHARD MIDDLETON, and published by HENRY ENGLISH (the proprietors), at their offices, No. 2… STREET, where all communications are requested to be addressed.—November 4, 1854.